

Intimations.

G. FALCONER & Co.

LIMITED,
WATCH-MAKERS AND JEWELLERS.
Telephone No. 963.

HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908. 1788.

WING ON Co.,

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS
HAVE JUST RECEIVED NEW SHIPMENTS OF
Drapery, Grocery, Ironmongery, Crockery, Glass and
China Ware, Furniture, Watches & Clocks.
The Cheapness and quality of their Goods have no equal.
208-212, DES VERTS ROAD CENTRAL.
107 & 108, CONNAUGHT ROAD CENTRAL, (Transit pass the Door).
Telephone 189.
Hongkong, August 15, 1910. 772.

FOR THE TRAINING-SEASON.
STOPWATCHES of every description.
FIELDGLASSES of every kind and shape in the
largest variety.

Prices right.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS & OPTICIANS.

Cakes

WEISMANN'S
Bread.

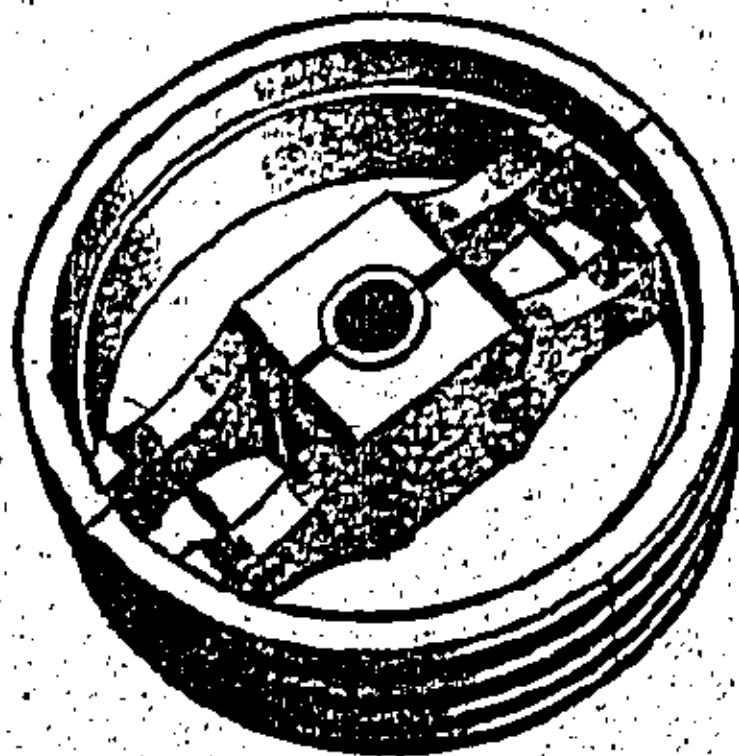
Hongkong, July 20, 1910. 893

GANDY'S -
BELTING -

MADE BY THE
GANDY BELT MANUFACTURING CO.,
SEACOMBE, ENGLAND.
IS THE ONLY ORIGINAL. HOLDS THE WORLD'S RECORD.
41 Prizes Awarded.
SEE THAT YOU GET THE GENUINE ENGLISH.

DODGE WOOD SPLIT PULLEYS.

ALL SIZES
TO FIT ALL
SIZED SHAFTS
IN STOCK.
FURTHER
PARTICULARS



MAY BE
HAD ON
APPLICATION
TO THE
SOLE AGENTS,

MELCHERS & Co.

ENO'S 'FRUIT SALT'

A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver,
Temporary Congestion arising from Alco-
holic Beverages, Errors in Diet, (Eating
or Drinking), Bilio-sickness, Sick Headache,
Giddiness, Oppression or Feeling of Melan-
choly, Vomiting, Heartburn, Sourness of
the Stomach, or Constipation. It is a
Refreshing and Invigorating Beverage,
most invaluable to Travellers, Emigrants,
Soldiers, and Residents in Tropical Climates.

ENO'S 'FRUIT SALT' assists the Functions of the Liver, Bowels, Skin and
Lungs by Natural Means; thus the blood is freed from poisons and other
poisonous matters, the circulation and fresh supply of Chills, Fever, Malaria,
Typhoid, &c. There is no doubt that, where it has been taken in the earliest
stages of a disease, it has in innumerable instances, prevented a serious illness.

CAUTION—Examine the Original and see that it is ENO'S 'FRUIT SALT'.
Beware of cheap imitations which have the dangerous form of 'Fruit-Salt'.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON.
Sole, Eng. by J. C. ENO'S Patent.

Sold by Chemists and Stores everywhere.

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, HOJO,
KANADA, NAMAZUTA, SAYO,
SHINNEW and KAMİYAMADA
Galleries.

SOLE AGENTS FOR KISHIDAKE
COAL.

HEAD OFFICE:—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow

Typ. Address for above: 'IWASAKI.'
Codes:—A1, ABO 5th Ed., Western Union.

AGENCIES:

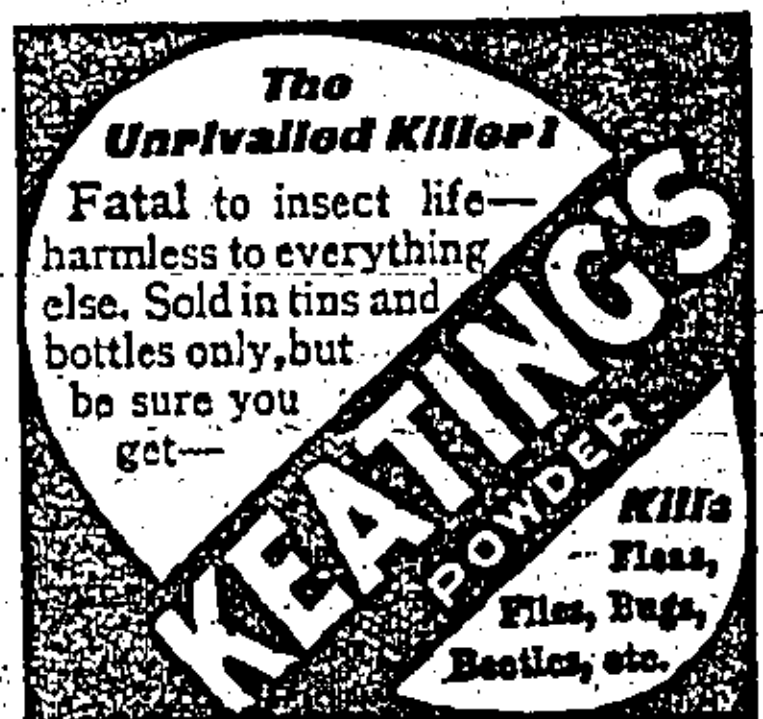
YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &
Co.

MANILA: Messrs Macdonray &
Co.

For particulars, apply to

H. OISHI,
Manager,
No. 2, Pedder Street
Hongkong.
January 9, 1909. 818

HONGKONG AND SHANGHAI
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the
ORDINARY HALF-YEARLY
MEETING OF THE SHAREHOLDERS IN
this Corporation will be held at the CITY
HALL, Hongkong, on SATURDAY, the
25th day of February, 1911, at Noon, for
the purpose of receiving the Report of the
Court of Directors together with a State-
ment of Accounts to 31st December, 1910.
The REGISTER OF SHARES of the
Corporation will be CLOSED from MON-
DAY, the 13th February to SATURDAY,
the 25th February, 1911, (both days in-
clusive), during which period no transfer of
Shares can be registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, February 7, 1911. 138

Come to Manila
FOR
THE CARNIVAL.

February 21-28, 1911.

COME and enjoy a week of fun and
revelry. See the biggest and best
show that has ever taken place in the
Orient.

GREAT AEROPLANE FLIGHTS
DAILY.

Glenn Curtiss BIPLANE-MARS, Aviator.
Magnificent Pageants, Grand Society Circus,
The Ballets, Fun on the Bontocas, Exhibits
of Agriculture and Minerals.

Home and Dog Show, Athletic Sports.

DON'T FAIL TO VISIT
MANILA AT CARNIVAL TIME.

50 Dollars Round Trip on all
Steamship Lines.

Hongkong, January 25, 1911. 119

Popular -
ASAHI BEER

OBTAINABLE EVERYWHERE

SOLE AGENTS

MITSUBI BUSSAN KAISHA.

Hongkong, December 17, 1910. 1572

THE FAILURE OF THE
VINTAGE

In their customary survey, says The
Times, of the vintage of 1910, Messrs W.
and A. Gilbey have a truly deplorable tale
to tell. "It is," they say "necessary to
go back a full century to find in the annals
of European vintages one so disastrous as
that of the present year." In the year
1810 there was a failure of the vintage not
unlike that of the present year, though it
was different in some of its characteristics.
A hundred years ago the summer and
autumn were exceptionally unless through-
out; though there were for the most part
plenty of grapes in the vineyards, they
never ripened, and were in consequence
never gathered. In 1910 there have been
no grapes to gather in many parts of
Europe, and no wine can therefore be
made. Last year was by no means a good
year, for it produced far less than the
average crop, and its quality was for the
most part indifferent; but there were
nevertheless some conspicuous exceptions.
In the Bordeaux wine districts, for ex-
ample, the brilliant weather of September
and October, 1909, wrought an unexpected
miracle, and the Chateaux of 1909 have, as
Messrs Gilbey tell us, been the surprise of
the century, and are now held in the
highest esteem. But even as compared
with 1909 the vintage results of the vintage
in 1910 must be regarded as amounting to
nothing short of a catastrophe. The con-
tinuous humidity of the early spring and
summer engendered all kinds of insect
pests, and the grapes were in consequence
blighted and withered so that in many of
the vineyards, especially those of France
and Germany, there were few good bunches
to be seen—so few, indeed, as to be scarcely
worth the gathering.

How widespread is the devastation, and
how disastrous its effects must be, is well
shown in Messrs Gilbey's instructive
survey. It is, as they say, idle to consider
the quality of the vintage of 1910 in the
northern parts of Europe, for even its
quantity is so insignificant as to be almost
negligible. In Germany, along the Rhine
and Moselle, there will barely be one-tenth
of an average crop. In the Champagne and
Sassur districts and in the Burgundy and
Chablis districts there has been no vintage
at all. As regards champagne in particu-
lar, this statement has already been
corroborated by Mr Charles Heidsieck,
of Rheims, who in a letter which we printed
on October 20 explained that he could not
send us this year his customary report on
the Champagne vintage because no vintage
had taken place. Again in Cognac no
brandy will be distilled this year. Medoc
and the other districts of Bordeaux have not
been quite so heavily stricken as the rest
of France, but they will not this year
produce more than a third of their
characteristic wines. In Austria-Hungary
there will be only a third, and in Italy
barely half a crop. Even Spain has suf-
fered severely, though it has been less
heavily stricken than the northern parts
of Europe. It is anticipated that in Northern
Spain and also in the south and sherry dis-
tricts the crop may approximate, to a half
or three-quarters of the average, but this is
said to be partly owing to the fact that, as
in Sicily, young vines planted since the in-
vasion of the phylloxera are now coming
into bearing to redress the balance of the
old. Such is the general picture of gloom,
desolation, and disaster. There are how-
ever, a few relieving gleams of sunshine;
but, save in Portugal, these are not to be
discerned in the great wine-producing re-
gions of Europe. In Portugal, which has
been otherwise so severely tried of late,
the yield of the vintage is happily not far
from the average and is of good quality,
while thousands of tons of grapes have been
shipped from Lisbon to France and
Germany, to be pressed there and supply
the local deficiency without incurring
duties on the import. Madeira has a vin-
tage nearly up to the average and of good
quality, but Madeira is not a very impor-
tant factor in the wine trade of Europe.

Algeria has been favoured with an excellent
vintage both in quality and quantity,
and though this will help to supply the
disastrous deficiency in France, where
Algerian wine enters free of duty, it
will not perhaps otherwise affect the general
market to any considerable extent. Sicily
will not do worse than in 1909, with about
two-thirds of an average crop from the old
vines and a fair supply from the younger
growths. Australia has not done badly,
but the yield of its vineyards, protected by
heavy import duties on foreign wines, is
not largely available for export; and for
similar fiscal reasons, what is not consumed
as wine in the Dominion will be in large
measure distilled into brandy, also for local
consumption.

That this deplorable and widespread
failure of the vintage of 1910 will result in
the near future in a very appreciable
increase in the price of wine throughout
the civilized world is perhaps the least
serious aspect of the situation, though in
itself it is, as Messrs Gilbey point out,
serious enough for this country, especially
when viewed in connection with other
unfavourable conditions which affect
the wine trade. But after all, in this
country, and in most other countries
where wine is not produced, wine is
consumed mainly as a luxury and can be
dispensed with if the price rises beyond
the means of the consumer. In countries
where it is produced, on the other hand,
wine is not only the common beverage of
the people, but the cultivation of the vine
constitutes one of the most important
industries of the community. In France

in particular the failure of the vintage
is, as Messrs Gilbey truly say, nothing less
than a national disaster, and much sympathy
will be felt in England at this new
addition of our friend and neighbour.
Producing normally no less than 1,000
million gallons—one-third of the total pro-
duct of the European vineyards—France
is expected to produce this year no more
than 400 million gallons. Putting the price
at only 8d. a gallon, this means that the
loss to France will amount to about twenty
millions sterling. Nor is this all. All
the subsidiary industries which depend
upon the production of wine will feel
the pinch, and there will for a time, be
"a veritable famine" of the staple
beverage of the majority of the population
who consume on an average "one hundred
bottles per head of the population against
the consumption of only one and a half
bottles per head in England." Moreover,
the smaller owners of vineyards will be re-
duced to a state of extreme destitution,
because they have no resources beyond
those which they derive from the immediate
sale of the produce of their vineyards, and
this year there is no produce to sell.
This, paradoxical as it may seem, was also
the case of the "Wine War in the Midst"
of a few years ago, which was brought
about by the superabundance of wine for
which no market could be found. To the
small proprietor who must sell his wine as
soon as it is vinted or starve, it makes
little or no difference whether he has no
market to sell his wine in, or no wine to
sell in the market. He must in either
case beg, borrow, or pinch to the utter-
most until a more propitious season
restores to him the staple source of his
livelihood. There is indeed one source of
consolation in this general picture of
devastation. The more brilliant and
kindly weather of September and October,
though it could not save the vintage in dis-
tricts where there was no vintage to save
must in all districts have done much to
ripen the wood of the vine for next year's
growth, so that even if next year's weather
should be no better than the average, the
vines will be left in very good trim to take
advantage of any gifts that it has to bestow.

A Labour correspondent says that
inquiries by the leaders of the party in
authoritative quarters have elicited that
the Government will propose £300 a year
as the salary of members of Parliament,
and the proposal will be retrospective.
The Government Bill, therefore, will be
introduced early in the session, and passed
rapidly through all its stages.

NOTICE.

IT is hereby notified that on and after
the 15th inst. the price for ICE will be
1½ cents per pound.
ORIENTAL BREWERY, LTD.
Hongkong, February 6, 1911. 170

NOTICE.

WE have this day authorized Mr
JOSEPH READ PATTERSON to
sign our firm.
ANKOLD, KARBURG & CO.
Hongkong, January 1, 1911. 168

HONGKONG ICE COMPANY, LTD.

WE hereby give notice that on and
after the 15th inst. the price of
ICE will be raised to 1½ cents per pound.
JARDINE, MATHESON & Co., Ltd.,
General Managers,
HONGKONG ICE Co., Ltd.
Hongkong, February 6, 1911. 169

NOTICE.

IT is hereby notified that on this date I
have TAKEN OVER the AGENCY
of the TOYO KISEN KAISHA'S San
Francisco Line.
All the business of the Toyo Kisen Kaisha
will henceforward be transacted by the
Company's Office at King's Building.
K. MATSUDA,
Manager.
Hongkong, January 27, 1911. 161

NOTICE.

IT is hereby notified that on this date
the Agency of the Toyo Kisen
KAISHA'S San Francisco Line has been
TRANSFERRED to Mr. MATSUDA
Manager, and the business of the Toyo
Kisen Kaisha will hereafter be conducted
by him.
F. J. HALTON,
Agent.
Hongkong, January 27, 1911. 162

YEE SANG FAT,

OPPOSITE POST OFFICE.

TAILORS AND OUTFITTERS.

NEW STOCK OF

LADIES' SHOES

AND

GENTS' BOOTS

ENGLISH MADE.

Sizenger Tennis Balls

810 doz.

Hongkong, Sept. 20, 1911. 1914

SELF CURE NO FICTION! NO
SUFFERING! NO DESPAIR!
THE NEW THERAPION REMEDY

THERAPION No. 1

Is a remarkably short time, often a few days only,
Cures chronic catarrhs, gonorrhoea, urethritis, etc.

THERAPION No. 2

Is a remarkably short time, often a few days only,
Cures chronic catarrhs, gonorrhoea, urethritis, etc.

THERAPION No. 3

Is a remarkably short time, often a few days only,
Cures chronic catarrhs, gonorrhoea, urethritis, etc.

THERAPION No. 4

Is a remarkably short time, often a few days only,
Cures chronic catarrhs, gonorrhoea, urethritis, etc.

THERAPION No. 5

Is a remarkably short time, often a few days only,
Cures chronic catarrhs, gonorrhoea, urethritis, etc.

THERAPION No. 6

Is a remarkably short time, often a few days only,
Cures chronic catarrhs, gonorrhoea, urethritis, etc.

THERAPION No. 7

Is a remarkably short time, often a few days only,
Cures chronic catarrhs, gonorrhoea, urethritis, etc.

THERAPION No. 8

Is a remarkably short time, often a few days only,
Cures chronic catarrhs, gonorrhoea, urethritis, etc.

THERAPION No. 9

Is a remarkably short time, often a few days only,
Cures chronic catarrhs, gonorrhoea, urethritis, etc.

THERAPION No. 10

Is a remarkably short time, often a few days only,
Cures chronic catarrhs, gonorrhoea, urethritis, etc.

Intimations.

TORIC
LENSES

REPRESENT the greatest improvement in
spectacles that has been made in your life-time.

THE OLD STYLE flat lens gives a restricted
field of vision; you must look through the cen-
tre of the lens to see correctly.

WITH THE TORIC LENS, on the con-
trary, you have correct vision looking through any
part of the lens. You move your eyes instead of
turning your head from side to side.

TO THE TENNIS PLAYER, trap shooter,
the cricketer, the billiard player, in fact in all fields
of sport, the TORIC LENS means a better score
because of quicker and better vision.

THE TORIC LENS corrects the error of
vision better than any other—it comes nearer making
the eye natural. Wearers of Toric lenses never
go back to the old style.

WE GRIND TORIC LENSES to any pre-
scription from clear or tinted optical glass of first
quality. We absolutely guarantee every pair made.

PHILIPPINE

OFFICES

70, Escolta.

MANILA.



ENTRANCE ON PEDDER STREET.

Hongkong, July 26, 1910. 77

JUST ARRIVED
A NEW STOCK OF
EGYPTIAN CIGARETTES

EV. CHRISTOUS (CAIRO).

THE LUXE Per Hundred \$4.50
SPECIAL Per Hundred \$3.20
KING Per Hundred \$2.60
LADY, with Tubes Per Hundred \$3.00

THESE CIGARETTES ARE OBTAINABLE FROM:—

THE PARIS TOILET Co., Ltd.,

For Particulars apply to

A. P. JEANNOU,

SOLE AGENT,

No. 15, QUEEN'S ROAD CENTRAL, 2nd Floor.

Hongkong, December 17, 1910. 1513

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE,
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
MODERATE TERMS AND NO EXTRAS
A. F. DAVIES, Manager

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-east Winds in
Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent
island for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms:—From \$5 per day Mex.
Town Office, 4, Des Vaux Road.
Hongkong, February 8, 1908.

GRAND HOTEL.

NO. 2, Queen's Road Central.
A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European Management. Situated in the most central position.
Large and airy Rooms, luxuriously furnished, Electric Light and Fans through-
out. Sanitary arrangements of the highest pattern.

CUISINE UNDER EUROPEAN SUPERVISION.

Ladies Attended To by Maids. Special rates for married families on application to
the Manager.

CHARGES MODERATE.

F. REICHMANN, Proprietor. J. H. OXBERRY, Manager.

Telephone No. 197. Telegram Address: 'COMFORT,' Hongkong.

Hongkong, November 10, 1899. 1374

Make no Mistake
about it!

WATSON'S



Nº 10

SCOTCH
WHISKY

of the best from Dundee. Demand it.

Agents for Hongkong: F. BLACKHEAD & Co.

1566

PRICES.

Butcher Meat.		178.	肉食
Beef Sirloin, & Prime Cut—Mei Lung Pa	lb 20	22	犀龍扒
" Corned—Ham Ngau Yuk	" "	22	鹹牛肉
" Roast—Shiu " " "	" "	22	燒牛肉
" "	" "	15	牛腩

肉食

Butcher Mont.		(76)	肉食
Beef Sirloin & Primo Cut—Mei Lung Pa	lb	20	尾龍排
" " " " " " " "	...	22	鹹牛肉
" " " " " " " "	...	22	燒牛肉
" " " " " " " "	...	22	牛腩
" " " " " " " "	...	15	牛腩
" " " " " " " "	...	20	湯肉
" " " " " " " "	...	22	牛肉
" " " " " " " "	...	22	牛肉
" " " " " " " "	...	3	牛柳
" " " " " " " "	...	20	牛腸
" " " " " " " "	...	9	牛腦
" " " " " " " "	...	50	牛腩
" " " " " " " "	...	60	鹹牛肉
" " " " " " " "	...	85	牛頭
" " " " " " " "	...	12	牛心
" " " " " " " "	...	18	牛肩
" " " " " " " "	...	8	牛脚
" " " " " " " "	...	9	牛腰
" " " " " " " "	...	18	牛腩
" " " " " " " "	...	12	牛肝
" " " " " " " "	...	6	牛肝
" " " " " " " "	...	81	牛仔頭
" " " " " " " "	...	22	羊牌
" " " " " " " "	...	22	羊比
" " " " " " " "	...	20	羊手
" " " " " " " "	...	22	豬鬃
" " " " " " " "	...	24	豬腦
" " " " " " " "	...	12	豬腦
" " " " " " " "	...	25	豬雜
" " " " " " " "	...	15	豬頭
" " " " " " " "	...	9	豬心
" " " " " " " "	...	30	豬腰
" " " " " " " "	...	30	豬肝
" " " " " " " "	...	20	豬排
" " " " " " " "	...	15	鹹猪肉
" " " " " " " "	...	24	豬油
" " " " " " " "	...	50	豬油
" " " " " " " "	...	6	羊心
" " " " " " " "	...	9	羊腰
" " " " " " " "	...	12	羊肝
" " " " " " " "	...	22	生牛油
" " " " " " " "	...	20	生牛油
" " " " " " " "	...	22	生牛油
" " " " " " " "	...	20	牛仔肉
" " " " " " " "	...	20	牛仔肉

Poultry.

Chickens, —Kai Chai	...	lb	31	鷄仔
Capons, Large, Small, —Sin Kai	...	...	32	雞
Ducks, —Ap	...	...	22	鴨
Doves, —Pau Kau	...	each	—	班鳩
Eggs, Hen, —Kai Tan	...	per doz	24	雞蛋
Fowls, Canton, —Kai	...	lb	32	鷄
Hainan, —Hoi Nam Kai	...	...	39	海南雞
Geese, —Ngoi	...	...	21	鵞
Geese, Wild Shai, —Shang-hoi Yen Ngoi	pair	75	上海野鵞	
Musk Deer, —Wong Keng	...	each	\$3.00	黃麝
Hare, Shanghai, —Tu Chai	...	...	70	兔仔
Partridge, —Che Khoo	...	...	60	鴿仔
Phoeasant, —Shan Kai	...	pair	\$1.45	山鷄
Pigeons, Canton, —Pak Kup	...	each	25	白鴿
—Hoihow, —Hoi Hoi Pak Kup,	...	...	27	海口白鴿
Quail, —Uin Chun	...	...	19	鴿鴿
Rice Birds, —Wo Fa Cheuk	...	dozen	—	禾花雀
Snipe, —Su Choy	...	each	22	沙雞
Turkeys, Cock, —Phor Kai Kung	...	...	60	火雞
Hen, —Na	...	...	45	火雞
Wild Ducks, Shai, —Shang hoi Sai Ap	pair	\$1.30	上海水鴨	
Id., —Sui Ap Chai,	...	...	45	水鴨仔
Wild Ducks, Canton, —Sang Shing Sui Ap	...	...	96	省城水鴨

-Fish.

Barbel, —Ka Yu	...	1b	12	加魚
Bream, —Bin Yu	...	...	19	加魚
Canton Fresh Water Fish, —Hoi Sin Yu	...	...	22	海魚
Carp, —Li Yu	...	...	10	魚
Catfish, —Chik Yu	...	...	13	魚
Codfish, —Mun Yu	...	...	17	魚
Crabs, —Hoi	...	...	29	蟹
Cuttle Fish, —Mak Yu	...	...	10	魚
Dai, —Sa Mang Yu	...	...	10	魚
Dace, —Wong Mei Lun	...	...	13	魚
Dog Fish, —Tsi Tu Sa	...	...	10	魚
Eels, Congor, —Hoi Maun	...	...	10	魚
— Fresh water, —Tan Siu Yu	...	...	16	魚
Eels, Yellow, —Wong Sin	...	...	38	魚
Frogs, —Tien Kai	...	...	20	蛙
Grouper, —Sek Pan	...	...	31	魚
Gudgeon, —Pak Kup Yu	...	...	12	魚
Herrings, —Tso Pak	...	...	24	魚
Halibut, —Cheung Kwan Kup	...	...	30	魚
Labrus, —Wong Fa Yu	...	...	18	魚
Loach, —Wu Yu	...	...	40	魚
Loosure, —Lung Ha	...	...	26	魚
Mackerel, —Chi Yu	...	...	32	魚
Moon Fish, —Mong Yu	...	...	26	魚
Mullet, —Chai Yu	...	...	28	魚
Oysters, —Sang Hoo	...	...	22	魚
Parrotfish, —Kai Kung Yu	...	...	18	魚
Purch, —Tau Lou	...	...	10	魚
Pike, —Fa Paw Poong	...	...	9	魚
Plague, —Pan Yu	...	...	18	魚
Pomfret, Black, —Hak Chong	...	...	24	魚
Pomfret, White, —Pak Chong	...	...	26	魚
Praya, —Ming Ha	...	...	48	魚
Ray, —Pai Fa Sa	...	...	9	魚
Rock Fish, —Sok Le Kung	...	...	16	魚
Sardine, —Chun Yu	...	...	21	魚

			ozs.	
Salmon,—Ma Yu Yu...	...	...	1b	馬友
Shark,—Sa Yu	...	...	9	鯊魚
Skate,—Pe Yu	...	...	12	鋪魚
Shrimps,—Ha	...	...	10	蝦
Snapper,—Lap Yu	...	...	38	五加
Soles,—Tat Sa Yu	...	...	40	撻沙魚
Tench,—Wau Yu	...	...	13	鯪魚
Turbot,—Clio How Yu	...	...	28	左口魚
Turtles, small, fresh water,—Kork Yu	...	...	60	腳魚

Yu Chai...

Fruits		菓 子	
Almonds, —Hung Yui	lb 25	杏仁	每斤
Apples (Californian) —Kam San Ping Kho	22	金平蘋果	每斤
" (Chofoo) —Tin Chun Ping Kho	"	天津平梨	每斤
" Small, —Hoi Tung	" 10	海菜	每斤
" Custard, —Fan Lai Chi...	each —	省荔枝	每斤
Bananas, fragrant, China, —San Shing Hing Chiu	lb 3	省城香蕉	每斤
Bananas, (Ordies), Macao, —San Hing Chiu	" 4	山香蕉	每斤
Chestnuts, Chinese, —Fong Lut	" 10	風栗	每斤
Cambolia, —Yung Tse	"	楊桃	每斤
Cocoanuts, —Yeh Tse	each 10	椰子	每個
Lemons, China, —Ning Moong	" 6	檸檬	每斤
" America, —Kun San Ning Moon	8	金山檸檬	每斤
Lichees Dried, —Lai Chi, Small Stone	lb 20	荔枝乾	每斤
" Fresh —	"	荔枝	每斤
Limes, (Sisoon) —Sai Kung Ning Moong	each 6	西貢檸檬	每個
Mango, Manila, —Lui Sung Mong	"	呂宋芒果	每斤

~~Sam Chuk Tse~~

Oranges, (Canton)—Sa-shung Yim Chang	10	甜橙
Oranges, Sweet	8	金山雪梨
Pears, (American)—Kam San Shoot Lay	8	花梨
" (Canton), Cooking—Sa Lay	11	生梨
Pearuts,—Fa Sang	10	紅柿
Persimmons Large,—Hung Chio	11	本地波羅
Pine apples, Lataguly,—Poon Ti Paw Law each 12	12	中等波羅
" 2nd,—Chung-tang Paw Law	12	大蕉
Plantain,—Tat Hing	1b 3	紅梨
Pump,—Swatow, Hung Lai	12	暹羅椰子
Pumelo, Siam,—Chim Lo Yau	each 12	上海勞骨
" Shanghai,—Lo Kwat	1b 12	合桃
Walnuts,—Hop Tuo	1b 12	生蜜桃
" Green,—Sang Hop Tuo	12	金山西瓜
Water Melon,—(Ain) Kom San Sai Kwa each	12	西瓜
" (China) Sai Kwa	1b	生蕃梔子
Gmjees,—Sang To Tai Tuo	1b	

Vegetables &c,

Artichokes, Shanghai, —Sheung-hoi Ah			菜
Chi Cheuk		lb 7	鴨
Bours, (French), Macao, — Oh Moon Pin Tau		12	鴨
(French), Shanghai, —Sheung Hai		1	鴨
Pin Tau			鴨
Sprout, —Ah Choi		2	芽菜
Long, —Tau Ko		—	豆角
Best Root, —Hung Choi Tan		cuch 2	紅菜頭
Brinjals, Green, —Ching Yuan		3	青元茄
Red, —Hung Koo		3	紅茄
Cabbage, Chinese, com., —Kai Choy		2	芥菜
Cabbage Red, —Hung Yeh Choy		14	紅椰菜
Cabbages, Shanghai, —Yeh Choi		8	椰菜
Cane Shoots, bunch, —Kau Shun		lb 3	膠笋
Cauliflower, Large size, —Tai Yeh Cho Fa	each 12	大	中
Medium size, —Cheung Yeh Cho Fa	8	中	中
Small size, —Sai Yeh Choi Fa	6	細	中
Carrots, —Kam Shun		lb 6	金
Celery, Chinese, —Tung Kan Choi		4	芹
English, —Yeung		5	洋芹
Chillies Dried, —Gon Lat Chiu		10	乾辣椒
Red, —Hung Far		10	紅辣椒
Green, —Ching Lat Chiu		10	青辣椒
Curry Stuff, English, —Kor Lee Chu Liu		8	加厘材料
Cucumbers, —Ching Kwa		5	青瓜
Bitter Squash, —Fu Kwa		10	苦瓜
Garlic, —Que Tau		8	蒜頭
Ginger, young, —Sun Tse Keung		1	老薑

海鮮

Indian Corn, — Suk Mai ...	ench	—	粟米
Lettuce, — Yeung Sang Choi ...	"	1	生菜
Water Chestnuts, — Ma Tai ...	lb	5	馬蹄
" Mandarin, — Kwai Lum Ma Tai ...	"	6	桂林馬蹄
Mushrooms, Fresh, — Sang Cho Koo ...	"	—	生草菇
Musk Melon, Amer. — Kam-san Hoong Kwa ench	"	—	金山香瓜
Okraos, ...	lb	10	洋蔥
" Green, — Sang Chong ...	"	4	生葱
" Shanghai, — Shang-hoi Chong Tau ...	"	5	上海蔥
Papaw, 1st qual., — Tai Man Sau Kun ench	"	12	大馬蹄菓
" 2nd " Chung ...	"	—	中馬蹄菓
Paraley, — Kun Cho ...	"	10	芥菜
Green Peas, — Ching Tau ...	"	8	青豆
Potatoo, Sweet, — Fan Shu ...	"	3	番薯
" Shanghai, — Shang-hoi Shui Tau ...	"	3	上海薯仔
" Japan, — Yut Poon Shui Tau ...	"	3	日本薯仔
" American, — Fok Chi ...	"	8	花旗薯仔
" Foodow, — Fook-chow Shui Tau ...	"	—	福州薯仔
Pumpkin, — Tong Kwa ...	"	3	冬瓜
Radish, — Hung Lo Pak Tsei ...	"	3	紅蘿蔔
Rhmbal (Fresh), — Tai Wong ...	"	—	大黃
Sage, — Tso So ...	"	—	紫蘇
Shallots, — Gen Chung Tau ...	"	5	乾葱
Spinach, — Yin Chin ...	"	4	芫荽
Tomatoes, — Fan Ker ...	"	5	番茄
Taroos, — Wu Tau ...	"	3	芋頭
Turnips, Puntl, (Long), — Lo Pak ...	"	2	蓮藕
" English, — Yeung Lo Pak ...	"	2	洋蓮藕
Vegetable Marrow, — Chik Kwa ...	"	—	節瓜
" (Am.) — Kan-san Chik Kwa ...	"	—	金山節瓜
Water Cress, — Sai Yeung Choi ...	"	8	西洋菜
" Lily root, — Lin Ngu ...	"	8	蓮藕
Yams, — Tai Sui ...	"	6	大薯

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. POWEN-ROWLANDS.

THE WAKAMATSU FOUNDRY.

Failure of an Official Enterprise.

There is again talk of converting the Wakamatsu Foundry into a co-operative institution, half official and half private, says the *Japan Mail*. There have been several discussions of this nature in the past, but all have been unproductive of results; and in the meanwhile, year after year, the Diet is asked to vote fresh funds for an enterprise which is constantly alleged to be on the verge of earning profits but which has never yet crossed that verge. The idea now mooted is that the total sum hitherto put up by the State should be called 10 million yen, and that an equal amount should be offered to the public under a State guarantee of 4 per cent interest. It is thought that on such a foundation the enterprise might prove successful, especially if the economical and earnest methods of private enterprise were substituted for the round-about and non-chalant fashions of officialdom.

VISITORS AT HOTEL

HONGKONG HOTEL.

Mr. & Mrs. C. Ander-	son	Mr P. H. Kluinanc	
son		Mr and Mrs W. D.	
Mr J. L. Andrew		Kraft	
Miss M. Arnot		Mr Kramer	
Mr and Mrs J. H.		Capt. H. E. Laver	
Mr and Mrs H. D.		and Mrs. H. D.	
Mr T. L. Baldwin		Diw	
Mr and Mrs F. C.		Mr E. R. Lewis	
Bankham		Mr C. M. Linden	
Mr W. H. Bardham		berger	
Mr C. G. Barth		Mr J. H. Little	
Mr C. B. Beaumont		Mr J. H. Lloyd	
Mr P. Becker		Mr W. Logan	
Mr L. Beckingsale		Mrs O. F. Long	
Mr J. Bentley		Mr & Mrs Lovebond	
Mr and Mrs Billand		Mr A. S. March and	
maid		servant	
Mr and Mrs N. F.		D. Marriott	
Blanche		Mr J. C. Garris	
Mr M. M. Bois		Mr F. Mason	
Mr J. W. C. Bonnar		Miss K. A. Massey	
Mr K. Boothby and		L. McCall	
inf.		Mr S. S. McKee	
Mr R. A. Bray		Mr J. W. McFarlane	
Mr W. C. Banner		McWilliams	
Mrs J. S. Van Buren		Mr Mrs J. Meier	
and maid		Mrs and Miss Merz	
Miss M. Butler		Mr M. Mizukami	
Mr W. W. Carpenter		Mr A. B. Moulder	
Frings-Carstensen		Mr J. W. Starny	
and maid		Mr and Mrs J. J.	
Mr F. D. Cheshire		Naim	
Mr P. T. Chivers		Mr P. W. L. Nanning	
Mr W. H. Clarke		Mr L. H. Needham	
Mr J. S. Coates		Mr C. D. Nichols	
Mr E. E. Collyshaw		Mr H. Nichols	
Miss N. Compton		Mr and Mrs F. D.	
Mr H. L. Condon		Northcombe	
Hon. Mr W. Rees		V. d. Ootlingen	
Davies		Mr J. G. Ogden	
Mr Frank Davis		Mr J. L. Parke	
Mr Becker		Mr J. H. Parnes	
Mr and Mrs P. B.		Mr E. E. Pankham	
Denison		Mr D. J. Piza	
Mr H. W. Denison		Mr P. O. Tetts	
Mr and Mrs A. B.		Mr W. T. Pritchard	
Lowey		Mr and Mrs Quech	
Mr R. B. Dickie		Mr J. H. Sturgis	
Mr W. C. Drew		Mr E. H. Ray	
Capt. & Mrs B. Drego		Mr R. Ree	
Mr and Mrs Elmer		Mr and Mrs W. C.	
Mr J. E. Edwards		Rodfield	
Mr and Mrs H. C.		Mr R. Redfield	
Elmiston		Mr T. P. Robinson	
Mr Fayd		Mr R. K. Rodger	
Mr W. N. Finlayson		Mr H. E. Rose	
Mr H. G. Fisher		Mr G. Schmidt	
Capt. G. A. Forwath		Mr J. Schriver	
Mr H. Friedlander		C. Scott	
Mr and Mrs Fry		Mr H. Shams	
infant.		Mr D. D. Shoulcase	
Mr W. J. Galbraith		Mr and Mrs Sidford	
Mr H. S. Gans		and child	
Mr and Mrs E. C.		Mr Arthur Slingaley	
Mr J. G. Hamilton		Mr H. H. Solomon	
Mr Y. Goulthorn		Mr and Mrs A. D.	
Mrs J. Gould		Spalding	
Mr R. C. Gmff		Miss A. Square	
Mr D. Haes		Lt. and Mrs C. C.	
Capt. T. P. Hall		Stainer, R.N.	
Mr J. H. Hamilton		Miss Slovens	
Mr C. H. Hammed		Mr and Mrs S. W.	
Mr and Mrs W. Hay-		Taylor	
wood		Miss Taylor	
Hon. and Mrs E. A.		Mr G. W. Tewkesbury	
Hewett		Mr and Mrs M. L.	
Mr J. Hicks		Thompson	
Mr H. B. Hinde		Mr and Mrs K. E.	
Mr H. Holmes		Taublin & child	
Mr J. E. Hope		Mr J. Vaughan	
Dr S. Hough		Mr St. J. H. Walker	
Mr O. Humphreys		Mr H. Waits	
Hans Hipsteler		Mr W. Wessendorf	
Mr J. H. Hume		and Mrs H. J. H.	
Mr C. M. Jack		White	
Mr Jackson		Mr D. White	
Mr T. J. Jensen		Mr A. E. Wilcann	
Mr E. C. Julien		Mr J. B. Wiend	
Dr and Mrs Kelly		Mr and Mrs G. J.	
Mr A. S. Kibbee		Woods and son	

GRAND CARLTON HOTEL

Capt. Geo. B. Ainslie Mr Ohas. J. Higgins
 Mr and Mrs Ballentine botham
 Mr W. A. Barnett Mr R. Hope
 Miss A. Bonty Mr W. Jackson
 Mr D. N. Blackman Mr H. J. Adams
 Mr R. G. Bolden Mr J. Kinghoro
 Capt. and Mrs Braggs Mr Emil Langor
 Misses Braggs (2) Mr E. Lowell
 Missurs Braggs (2) Mr H. C. Lovick
 Mr and Mrs H. B. Mr Edward Newhouse
 Father and child Miss L. Parker
 Mr and Mrs H. W. Mr J. P. Sizer
 Buildley Mrs S. Prager
 Capt. and Mrs Buller Miss F. Ray
 Mr G. G. Burnett Mr H. E. Redmond
 Mr and Mrs D. Carney Mr A. J. Reland
 Mr Jack Conger Dr and Mrs J. B. B.
 Mr and Mrs J. C. Mr J. C. Wood
 Mr C. P. Cohen Mr Schmidt
 Mr F. Currie Mr and Mrs Thomas
 Capt. D. R. Davies Miss Thomas
 Mr and Mrs E. A. S. Mr Jack Tully
 Fowler Miss A. White
 Mr and Mrs. Joei Mr Geo. C. Whitlaw
 Giazale Mr Wood
 Mr L. M. Grant Mr A. S. Woodgett
 Mr and Mrs Hewett Mrs J. Wyrill

GRAND HOTEL.

Mr E. C. Atkins Mr and Mrs Knight
 Mr E. W. Bauchman and family
 Mr and Mrs A. B. Mr R. H. North
 Crew Mr W. Pringle, Jr.
 Mr C. Edmington Mr G. V. Van Buren
 Mr and Mrs A. F. Mr J. H. W. W. W.
 Galze Mr O. R. Scott
 Mr Haynes Mrs M. Hendry
 Mr A. G. Hondyk Mr F. Sonkon
 Mr S. K. Hornbeck Capt. and Mrs. A. H.
 Mr T. Ivors Stewart and child
 Mrs A. J. Jenkins Mr H. J. Steinhorn
 Mr and Mrs R. D. Mr F. P. Sizer
 Johnson and child Mr F. J. Sweeting
 Mr A. Kewland Mr R. Taylor
 Mr O. C. Kemp Mr W. Webster

TURF TOPICS

[illegible]

GRIFFINS

Pearl D'Or Rose	—								
Coronation Rose	—								
Gardenia Rose	—								
Aurora Rose	—								
Solitaire Rose	—								
Cockatoo	—								
Just in Time	—								
Just in Play	—								
Just in Spite	1m	F.A.C.	33	1.05.3	1.39	2.11			32
Just in Fun	—								
Monmouth (late North Wind)	—								
Highland Tarn	—								
Nizam Chief	—								
Apple Tree	1½	Vida	36	1.10	1.44	2.19.2	2.53	3.23.2	30.2
Willow Tree	1m	Vida	31	1.04.2	1.39.1	2.09.1			30
Auchenskeoch	—								
Auchendoon	1½	J.J.	38	1.11	1.44.2	2.19.2	2.54	3.23	31
Auchencairn	—								
Bon Hope	—								

SUBSCRIPTION OFFICES

SUBSCRIPTION GIFTS									
Perhaps	—								
Shellout	—								
Dusel	—								
Bintang	—								
Chowringhee	—								
Jorooks.....	—								
Ivory Rose	—								
Cherokee Rose	—								
Iala.....	—								
Protest	1m	boy	41	1.18.3	1.54.3	2.28.2			33.4
Cammore	—								
Urgant	—								
Jack Spraggon.....	—								
Tralee	—								
After You	—								
O. B.	—								
Invicta	4	Vida	33.2	1.04.4					31.9
First Revolt	—								
Bantam (S.)	—								
Tickey	44	G.W.G.	33.2	1.03.2					30
Blowing Chief	—								
Indragiri Chief	4	F.A.C.	34.2	1.00					31.3
The Ramp	—								
Alacrity	—								
Highland Burn	—								
Incra	—								
Tarl (M.)	1m								
Cocoanut Tree	1m	boy	36.2	1.11	1.44.2	2.18.2			34
Xmas Tree	—								
Glendalough (S.)	—								
Elbe (M.)	—								
Donau	—								
Anghendolly	—								
Artesian	—								
Bowen	—								
Trogoa	—								
Truvenna	—								
Trevesper	—								
Frost	—								
Wired	—								
Mohawk	—								
Mustard	—								
Seaweed	—								
Mullagatawny	1m	boy	38.2	1.17.1	1.53.2	2.31			37.3
Aliquid	—								

CHING

[illegible]

A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the **FINEST SCOTCH WHISKY** in the FAR EAST.

A. S. Watson & Co., Ltd.,

ALEXANDRA BUILDINGS.

NEW PIANOS

ON HIRE

AT

\$10 PER MONTH.

Tuning and Regular
Attention Inclusive.

S. MOUTRIE & Co.

LIMITED.

Hongkong, April 16, 1907.

WM. POWELL,

LIMITED.

ALEXANDRA BUILDINGS.

ANNUAL CASH WINTER SALE.

NOW PROCEEDING.

Everything Reduced.

Bargains

IN ALL

Departments.

Wm. Powell, Ltd.,

ALEXANDRA BUILDINGS.

'EMPIRE' CINEMATOGRAPH THEATRE,

THE PIONEER HALL OF THE COLONY
DEA VEUE ROAD CENTRAL,
Opposite Central Market.

2 Performances—7.15 to 9 and 9.15 to 11.30 P.M.

SPLENDID PROGRAMMES NIGHTLY.

MISS DOLLY SWIFT.

Mr DENNIS CARNLY and
Mr GUS HAYWARD
in an original Comic Sketch.

GRAND MATINEES
SATURDAYS AND SUNDAYS, AT 4 P.M.
AT REDUCED PRICES.

ready and willing to effect reforms of its own volition, with the great mass of the electorate totally indifferent to the Radical cry that the House of Peers must go, and with the solid opinion of the country dead against a single chamber form of government it should not be difficult to devise a scheme whereby the constitution can be amended and strengthened without loss of honour to either party to the controversy. The extreme Radicals and many of the working-class members of Parliament are adverse, we know, to any measure that would strengthen the effectiveness of the House of Lords. They look upon it as the last refuge of Privilege and Feudalism and therefore an institution to be removed utterly and entirely from its ancient seat of hereditary predominance. But the more sober among these representatives of the people, who can look beyond the narrow confines of the British Isles and study the history of other countries perceive

very clearly that some sort of a second chamber, possessing more than the enunciated powers that Mr KERR HARRIE would allow to the peers, must exist if the work of legislating for and governing the British Empire is to proceed upon permanent and solid lines. So things point to a compromise, in accordance with the prevailing instincts of the English character. The total abolition of the House of Lords would be more than a mistake, it would be extreme folly, and, as Lord ACROE points out in his wonderful lectures on the French Revolution, "there is another world for the expiation of guilt; but the wages of folly are payable here below."

The only other measure of importance mentioned in the King's Speech refers to the further extension of the social legislation which Mr LLOYD GEORGE has steadily pushed forward since he first entered the Cabinet. Whatever opinions we may "individually" form of the character of the Chancellor of the Exchequer, and much as we may deplore the lowering of the standards of parliamentary ideals and manners of which he is guilty, one can but admire the pertinacity with which he pursues the objects he holds most dear to his heart. He now proposes to introduce measures "for the removal of pauper disqualification in the granting of old age pensions, and for providing insurance for the industrial population against sickness and invalidity, and insurance against unemployment" in trades specially liable thereto. These projects have long been foreshadowed on the platform and in the public press at home. They are the logical outcome of the Old Age Pensions and in the present state of our political development are inevitable. We are among those who deplore the knocking away of the inducements to individual thrift which have done so much to build up the character of the British working classes during the past seventy-five years, and we regret that the example set by the great Friendly Societies and other organisations has been set aside by the Government in its mad desire to secure votes whereby it can remain in power. But all the same we do not believe that the British Empire will fall to pieces because the present tendency is to make the interests of all other classes subordinate to those of the proletariat. Rome we know fell because of its free distribution of bread and too lavish provision of free spectacular entertainments, but great as is the middle we make and sadly as we decline to face first principles we are not quite in the position that Rome occupied intellectually, morally, or socially in the days of her decadence.

The executions of the two Chinese murderers lying in Victoria Gaol did not take place this morning, as it was thought they would. The sentences will, however, shortly be carried out.

An American lady passenger on the P.M. steamer Manchuria committed suicide by jumping overboard when the steamer was about twenty-six miles south of the Goto Islands near Nagasaki, at about four o'clock on Thursday, Jan. 26. The unfortunate lady was suffering from mental disease and was returning to America in charge of a doctor and a nurse.

The prospectus is issued of a Company with a capital of £1,312,500 sterling to deal with the important deposit of famous soda in Lake Magadi in East Africa.

Owing to various considerations the Shakespearean evening in connection with the Union Church Literary Club has been postponed from February 9th to February 23rd.

There were 294 European and 109 Chinese visitors to the City Hall Library, and 161 European and 21,039 Chinese visitors to the Museum during the week ended 6th February.

GOVERNMENT HOUSE.

We are desired to state that through the courtesy of Captain Kraft, commanding the German Cruiser Squadron, the Band of S.M.S. Scharnhorst will play at Government House on the occasion of Lady Lugard's weekly At Home on Friday next.

PLAGUE PRECAUTIONS.

Quarantine Enforced at Shanghai.

We have received from Messrs. Thos. Cook and Son the following copy of a telegram received from Shanghai at 7.30 p.m. last night:—

"Seven days quarantine enforced against arrivals from plague infected ports, detained in quarantine five days. Wocouing; further alterations made. Shanghai Daily Fridays, Daily Shanghai Tuesdays."

NEWS OF THE DAY.

The Official Receiver of the Charing Cross Bank reports liabilities amounting to £2,855,152 net, and assets of £1,131,557.

The King's Bench has disfranchised two Poole Liberals for five years, for disturbing an open-air Tariff Reform meeting.

The United States Senate has passed the ship subsidy bill by the very narrowest margin. It required the vote of Vice President Sherman to pass the measure.

The prospectus is issued of a Company with a capital of £1,312,500 sterling to deal with the important deposit of famous soda in Lake Magadi in East Africa.

Owing to various considerations the Shakespearean evening in connection with the Union Church Literary Club has been postponed from February 9th to February 23rd.

There were 294 European and 109 Chinese visitors to the City Hall Library, and 161 European and 21,039 Chinese visitors to the Museum during the week ended 6th February.

A Berlin telegram says that a conference of officials and commercial men held at the Foreign Office has decided that in future candidates for the German Consular Service must have practical knowledge of commerce, industry and shipping.

SOCIAL AND PERSONAL.

The Rt. Rev. Bishop and Mrs. Lewis are passengers to Hongkong by the P. and O. Nabia.

Simpson, the brilliant outside right of Falkirk, has been transferred to the Blackburn Rovers for a record fee of £1,800.

Mr. F. J. Halton, Agent of the Pacific Mail, returned to Hongkong from his trip to India by the German Mail steamer Yerk this morning.

Mr. William Jones, M.P., has been appointed Junior Whip, in succession to Mr. Oswald Partridge, who was defeated in the High Peak Division of Derbyshire.

Capt. R. W. S. Rogers, R.N. (retired), whose death has taken place suddenly at Yarmouth, Isle of Wight, was one of the first naval officers to specialize in torpedo work and is stated to have been the first torpedo lieutenant ever appointed. He was "lent" by the British Admiralty to the Chinese Government to organize the torpedo school at Port Arthur, and formed a very high opinion of the capabilities of the Chinese. He commanded H.M.S. Archer on the China station during the war between Japan and Korea, and contracted serious malarial fever from exposure in the river swamps.

Promotion to the general list does not come very often to those from the ranks; but the case of Maj.-Gen. W. R. Robertson, C.V.O., C.B., D.S.O., just promoted to that rank after 22 years' commissioned service, is unique. Gen. Robertson, who is commandant of the Staff College, obtained his first commission in June, 1888, in the 3rd Dragoon Guards, after a service in the ranks of tea and a half year, became lieutenant in 1891, captain 1895, major 1900, lieutenant-colonel (brevet) 1900, and substantive colonel 1903. He has filled appointments on the staff in India, South Africa, the War Office, and Aldershot, and has the Chitral and Boer campaigns to his credit. He is 51 years of age.

As an expression of goodwill to Mr. Lawrence, of the Royal Naval Dockyard Police, and Mr. Bedford, of the Chief Constructor's Staff, the former of whom is taking up a Royal Dockyard appointment at Home, a dinner was given recently by the members of the Dockyard police. A most pleasant evening was spent by all present, and many were the good wishes expressed towards the two gentlemen named above. Toasts were submitted and responded to by Messrs. Matthews, Budden and Thompson, R.N., and a capital programme of songs and recitations was provided by Messrs. Thompson, Allen, Alf. West, George, Dorley and Bacon.

PAINFUL BREATHING.

CHAMBERLAIN'S Cough Remedy is a very valuable medicine for throat and lung troubles, quickly relieves and cures painful breathing and a dangerously sounding cough which indicates congested lungs. For sale by all Chemists and Storekeepers.

A BANKRUPTCY PROSECUTION.

At the Magistrate's this afternoon Last Cheung was charged, before Mr. E. R. Hallifax, with eight offences alleged to have been committed against the Bankruptcy Ordinance. Mr. O. Smith appeared to prosecute on behalf of the Official Receiver, and Mr. Reader Harris defended.

Mr. Smith applied for a further remand in order to amend the charges.

Mr. Harris objected.

His Worship—It has been hanging so long that I don't think a week makes much difference.

Mr. Smith—I am in your Worship's hands.

His Worship—You are not going to proceed on these charges?

Mr. Smith—No; I don't think there is a single one that won't have to be amended.

Mr. Harris—Then I ask your Worship to discharge the defendant; he can't be remanded on no charge at all.

Mr. Smith suggested that a start might be made on one charge and his Worship gave leave to add others later.

Mr. Harris—I don't see how your Worship can remand the defendant.

His Worship—They are willing to proceed on one.

Mr. Harris—But they say they are going to amend that one.

His Worship—Is it a formal amendment?

Is that all it amounts to?

Mr. Smith—Yes, I think.

The hearing was adjourned until the 21st inst.

MOTION FOR JUDGMENT.

At the Supreme Court this morning, before the Chief Justice Sir Francis Piggott, Mr. Eldon Potter, instructed by Mr. G. Neodham, moved for judgment in the case of the I On Marine and Fire Insurance Co. Ltd., against Hu Fung Shang, Mr. M. W. Slade, K.C., instructed by Mr. D. V. Stevenson represented the plaintiffs.

Mr. Slade said that he applied to amend the pleadings in that defendant as a partner was liable as a partner.

His Lordship—I am a little at sea as to what the case was.

Mr. Potter—Perhaps I had better tell you what the case was, then my friend can ask to amend his statement of claim.

Mr. Potter continued that he opposed the amendment most strongly as that was an attempt now judgment was delivered, to raise a plea of holding himself out to be a partner, nothing more or less.

He submitted that his friend felt that his case was hopelessly broken down on the question of proving the defendant in that case was a partner and now after his Lordship's judgment had been delivered he came into court and asked for an amendment, the amendment being that defendant was liable in that he held himself out to be a partner.

The case throughout had been fought on the basis that defendant was a partner or not a partner. That was the case set out on the pleadings and there was no evidence adduced by plaintiff to prove that defendant held himself out as a partner.

Mr. Slade—We adduced the evidence that he was an executor of his father and that he carried on the business of the firm.

Mr. Potter—Excuse me, my friend is wrong. That was a statement made in cross-examination; it was not evidence adduced by plaintiff. The evidence of plaintiff was to prove that defendant was a partner in his own right. There was no suggestion from plaintiff of or plaintiff's evidence that defendant was liable because he held himself out to be a partner and he left it to his friend and asked him if he could really say whether any suggestion had been made throughout the case to that effect.

Mr. Slade—There was evidence given in cross-examination.

Mr. Potter—There was evidence given in cross-examination.

Mr. Slade—I gave definite evidence of the man's position in the shop as executor.

Mr. Potter—There has been no suggestion until this moment that defendant held himself out to be a partner. There is no evidence that plaintiff gave credit to the firm because defendant was a partner. It would be a great hardship on defendant after judgment had been delivered to ask now for an amendment which would entitle plaintiff to judgment on the ground that defendant held himself out to be a partner.

It is obvious that if holding out had been pleaded the whole case for the defence would have been altered. Plaintiff pleaded at the date of the trial and he had to prove that he was a partner and after the close of plaintiff's case he not having done so defendant was entitled to judgment.

That was the only plea before his Lordship. His friend had tried to deprive defendant of his right which he had at the close of plaintiff's case.

His Lordship—I don't think the amendment is necessary.

Mr. Potter—The whole point is that this man acted as executor and carried on the business.

His Lordship—There is the point of law whether the members of a family took possession of the business either through an administrator or executor whether they were liable.

Mr. Potter then argued the case at length; and his Lordship said that Mr. Potter had said all that could be said but there must be judgment for plaintiff.

Dr. Pierre Bonnier of Paris thinks he has discovered the cause of stage fright and a cure for the malady. The cause is a contraction of the diaphragm, the muscles of which are connected with a nerve, which runs through the nose. The nerve can be burned out by a simple operation, and perfect self-assurance for ever would be the resulting benefit to any person submitting to the operation.

IMPORTS AND EXPORTS.

FURTHER INCREASES REPORTED.

(Reuter's Service to the China Mail.)
LONDON, February 8.

The increases shown in the trade returns for January, compared with the same month of 1910, are as follows:—Imports, £5,785,087; exports, £2,927,715.

[Note.—The figures for January, 1910, were as follows:—Imports, £5,921,000; exports (home products only), £34,803,000.—E.C.M.]

THE PERSIAN ASSASSINATION.

SURRENDER OF ASSAILANTS DEMANDED.

(Reuter's Service to the China Mail.)
LONDON, February 8.

From Teheran it is reported that Sanjed Dowleh, Minister of Finance, who was shot returning from the Meljies, has died from his wounds at the Palace.

The police have captured both the assassins, who are Russian subjects. The Russian Legation has demanded their surrender, and intense anti-foreign excitement prevails.

ANGLO-JAPANESE NEGOTIATIONS.

LORD CREWE'S STATEMENT.

(Reuter's Service to the China Mail.)
LONDON, February 7.

In the House of Lords Lord Crewe stated that he was unable to discuss the Japanese negotiations, which were still proceeding.

He felt certain, however, that though the matter must be difficult our Japanese friends had every desire to meet us and the necessities of trade as far as possible.

THE REASSEMBLING OF PARLIAMENT.

GOVERNMENT'S REFORMING ZEAL.

(Reuter's Service to the China Mail.)
LONDON, February 7.

In the House of Commons Mr. Asquith said that the Government's majority was amply sufficient to justify the largest constitutional changes.

Lord Crewe, in the House of Lords, announced that the Government would deal with the question of payment of members in the present session.

THE PLAGUE.

JAPANESE GOVERNMENT'S ASSISTANCE.

(Reuter's Service to the China Mail.)
LONDON, February 7.

A message from Tokyo states that Japanese officials are leaving to investigate the plague outbreak, and that the Japanese Government is granting a million yen to help to fight the epidemic.

OUTBREAK IN SHANTUNG.

(Wah-Tee Yat-Po's Service.)
PEKING, February 7.

The Viceroy of Manchuria has reported that the plague is gradually decreasing in the Province, and that there is now no reason why the railway between Peking and Mukden should not run as usual.

Plague has appeared along Tak Chow and Yu Ching in Shantung Province. It is believed that the infection has been brought from Mukden.

The British naval manoeuvres have concluded. Admiral May, Commanding the Home Fleet, prevented a junction of the Mediterranean and Atlantic fleets, and utterly destroyed the latter.

As supplied to the Royal House of Holland since 1895. Used by Hospitals everywhere in preference to other Brands.

Numerous Medals and Diplomas have been gained by this famous Beer.

SPECIALLY PASTEURISED FOR USE IN THE TROPICS.

Quarts, Per Case of 4 doz. \$18.50.

Pints, " of 6 doz. \$18.50.

FROM

H. PRICE & Co., Ltd.,
12, Queen's Road Central, Hongkong.

AND
63, Haiphong Road, Kowloon.

Hongkong, Jan. 13, 1911.

As supplied to the Royal House of Holland since 1895. Used by Hospitals everywhere in preference to other Brands.

Numerous Medals and Diplomas have been gained by this famous Beer.

SPECIALLY PASTEURISED FOR USE IN THE TROPICS.

Quarts, Per Case of 4 doz. \$18.50.

Pints, " of 6 doz. \$18.50.

CLAIM FOR BILLS OF EXCHANGE.

Before the Chief Justice, Sir Francis Piggott, at the Supreme Court this afternoon, an action was brought by Lo Leung Yan, a pauper, against the Tung Hang Oil Shop to recover \$3,550 together with interest thereon from August 3, 1906.

Mr G. C. Alabaster appeared for plaintiffs, instructed by Mr R. C. Barlow and Mr M. W. Shale, K. C., defended, instructed by Mr C. E. F. Davis.

The statement of claim set out that on March 26, 1906, plaintiff, who was then in Macassar, purchased a draft for \$200 from the Chartered Bank of India Australia and China there and that on July 10, 1906, she purchased a further draft on the same bank for \$600, and on July 17, 1906, a further draft of \$1,000 from the same bank. On 21st and 24th July 1906 further drafts of \$800 and \$900 respectively from the Chartered Bank. Plaintiff on August 3, 1906 went to defendant's shop and handed the draft to the manager of the defendant firm for collection on her behalf all the drafts to be payable in Hongkong. Defendant firm collected the amount and in spite of repeated demands of the plaintiff had not paid over or accounted to plaintiff for the same. Defendant firm in August 1906 remitted to the plaintiff \$50 on account of the said monies so collected by them and no more.

The statement of defence stated that \$3,000 was collected on five drafts and at the request and on behalf of plaintiff defendant deposited \$3,550 with the Kwong Cheung firm of No. 3 Jubilee Street in the name of Leung Chung Sing Tong and also handed to plaintiff \$100. About 1906 this firm went into bankruptcy.

Mr Alabaster said that plaintiff was an old woman and she had a son who died in 1900. She went to Macassar and subsequently had occasion to send money to China for her relatives and she sent two drafts through the defendant firm and they apparently reached their destination alright. About 1906 she decided to come back to China. She had the sum of \$3,000. She went to Canton and made repeated demands for the money, coming to Hongkong on many occasions for the purpose. She got \$50 which was sent her in Canton. She sent a friend in Macassar for the duplicates of the bills of exchange and again she was put off and defendant promised to pay before the New Year. Evidence was called and the case was adjourned.

APPOINTMENT OF TRUSTEES.

For the Mahomedan Mosque.

Before the Chief Justice, Sir Francis Piggott, at the Supreme Court to-day, the Hon. Mr. W. Reed Davies, K. C., Attorney General, instructed by Mr H. L. Denney, Esq., from the office of the Crown Solicitor, petitioned under an indenture dated September 23, 1850, relating to the Mahomedan Mosque, between Her late Majesty Queen Victoria and Shaik Moodeen, Mahomed Arab, Shaik Cutther and Hassan Malay, trustees, nominated by the Muslim community of Hongkong, with respect to Inland lot No. 208, in the names of the said trustees, for a mosque with all commodities and appurtenances during the full term of 999 years; the said trustees being dead, the last having died about 1878, and since the death of Mahomed Arab no new trustees had been appointed and the mosque had been conducted by different members of the Mahomedan community; and His Excellency the Officer Administering the Government and the members of the community deemed it expedient and desired that new trustees be appointed. The names submitted were:—Ahmet Ramjhan, Abdool Suban Abbas, Abdool Fackura Areluli, Taj al-Jabir Matlabiy, Ismail Pilly Madar, and Ebnail Chandobhoy, with Mr A. F. Areluli as chairman for the first year.

Hon. Attorney General said that was a petition which his Lordship had returned some time ago in order to enable certain other steps to be taken with regard to the Mahomedan Mosque. Two points arose, one with regard to the representation of the Shier community and his Lordship had expressed the view that they should have a trustee and the other with regard to the military which his Lordship had considered impracticable as they were continually moving. The various parties concerned had conferred together and had now arrived at an understanding and had held meetings and had come to an agreement which was entirely satisfactory to the whole community. Having regard to the death of all the original trustees it was impossible to get an order without the assistance of the court which would be of any value. His Excellency the Governor was interested in that he was the representative of the Crown; it being a crown lease and the Crown being the ground landlord. He was applying for his Lordship to make the order appointing the six trustees. As regards the form of the order it would have to be carefully considered and he would therefore ask his Lordship to allow him to mention the matter in Chambers. He proposed to ask the court to include in the order that in the event of a trustee dying or retiring a fresh one be nominated by the particular sect concerned.

Mr. Jack produced a counterpart of the ground lease. His Lordship said that when the matter had previously come before him he had had doubts whether the petition could be presented under the old act of George III, because that referred to charities as well as to the other matter to which the Attorney General had referred, namely that all the different sects were represented. He had drawn up a few reasons for the granting of the order asked for which would be included in the order. He thought the Crown was interested as ground landlord sufficiently to move by the Attorney General, and that the other parties had been properly represented at the meetings and that proper efforts had been made to get all the sects represented. His Lordship made the order asked for.

WEDDINGS.

Barham-Collard.

A very quiet wedding was celebrated at the Peak. The bride, Miss Ethel Collard, daughter of the late Mr Ernest Collard, Canterbury, was married to Mr Walter H. Barham, son of the late Mr Barham of Canterbury. The bride, who only arrived in the Colony by the German Mail steamer York this morning, was married in a dark blue tailor-made travelling costume; she wore a blue hat trimmed with white wings and carried a bouquet of tuber roses and violets. The ceremony was performed by the Rev. J. F. Johnson, of St. John's Cathedral, and the best man was Mr W. G. Pirie. A reception was afterwards held at the Peak Hotel and then the happy couple left for a brief honeymoon at Macao. Among the guests present at the ceremony were Mrs Webb, Mrs Sutherland, Mrs P. R. Wolff, Mrs J. A. T. Plummer, Miss Hendley, Mr Marshall (Amoy), Mr Cumming (Shanghai), and Mr Burhill (Shanghai).

Crane-Sentance.

One of the prettiest weddings of the winter season in London was solemnized on January 12 at All Saints, Cavendish Square, when Mr T. Charles Crane, of the Eastern Extension Telegraph Company, was married to Miss Winifred B. Sentance, the youngest daughter of the late William Sentance, of Bickley, Kent. The bride, who is a sister of Mrs Frank Smith, of Soochow, looked singularly charming in a lovely dress of white satin, trimmed with old lace, and a long Court train lined with chiffon, and with a wreath of orange blossoms and tulle veil. She was attended by six bridesmaids most becomingly attired in naive satin dresses, veiled with chiffon of the same colour, and carrying large bouquets of mauve chrysanthemums, while Mr Frank Souter acted as best man to the bridegroom. Amongst the large and fashionable crowd which thronged the rooms of the Langham Hotel, where the reception was afterwards held, were the following well-known former residents of Shanghai:—Sir Charles Ledy, and Miss Dudgeon, Mr and Mrs F. C. Heffer, Mr and Mrs Probst, Mr and Mrs Bullard, Mr and Mrs E. O. Cumming, Mr George Jamieson, Mr Walter Scott, Mr Judd, and Mr R. C. Benny. After the reception the bride and bridegroom left for a short honeymoon to be spent in Cornwall, prior to their leaving England a few weeks later for Hongkong, where Mr Crane has been appointed Sub-Manager of the Eastern Extension Company.

SPORTING.

Cricket.

R.A.M.C. v. 25th Co. R.E.

The above Military League match took place yesterday afternoon at the Happy Valley, resulting in a win for the Royal Engineers by the narrow margin of 8 runs. Scores:—

R.A.M.C.	25th Co. R.E.
Col. Fyler, c Brown, b Addison...	6
Capt. Waring, c Addison, b Hobbs...	10
Q.M.S. Davies, c Hobbs, b Addison...	29
Pte. Riley, c Pearson, b Addison...	21
Sgt. Edgar, c Randall, b Pearson...	0
Sgt. Worswick, l.w., b Pearson...	0
Sgt. Wills, c and b Pearson...	4
Pte. Stammers, b Pearson...	15
Pte. White, b Pearson...	0
Pte. Haigh, not out...	0
Capt. Craig, b Pearson...	0
Extras...	5
Total...	95

25th Co. R.E.

Supr. Collins, c Waring, b Davies...	0
Capt. Addison, b Riley...	21
Cpl. Pearson, b Davies...	18
Pte. Sturdy, b Riley...	6
Supr. Hobbs, b Davies...	6
Cpl. Boardman, b Davies...	22
Lieut. Day, c Davies, b Riley...	0
Cpl. Godfrey, b Worswick...	0
Spr. Fox, not out...	34
Supr. Brown, c Worswick, b Davies...	0
Supr. Randle, b Davies...	0
Extras...	1
Total...	100

Billiards.

SOLDIERS' CLUB TOURNAMENT. The final games in the Soldiers' Club tournament between 88th Co. R. G. A. and the Sergeants' Mess K. O. Y. L. I. were played last evening. The series of games between these teams has been most interesting, each side alternately holding the upper hand. The K. O. Y. L. I. started the evening's play 63 points to the lead, but by winning their games turned this into 64 points to the good, thus winning their way into the second round. The full scores are as under:—

K.O.Y.L.I.	88th Co. R.G.A.
Sgt. Popper.....183	Sgt. Parker.....250
Sgt. Lamper.....243	Gr. Snow.....250
Sgt. Watkinson.....250	Gr. Golding.....205
Sgt. Jackson.....250	Br. Wright.....205
C. S. Saunders.....240	Capt. Garrett.....250
Sgt. Munro.....103	Sgt. Harvey.....250
Sgt. Booth.....250	Major Dykes.....188
Sgt. Leach.....250	Sgt. Powell.....180
Total.....1,832	Total.....1,768

GRAND HOTEL HANDICAP.

In this handicap on Tuesday night, Mr Raitton met Mr Bell in the second round. Mr Raitton, owed 110, and Mr Bell 85. Mr Bell played a very consistent game while Mr Raitton was decidedly off. The score at the finish was—Bell 250, Raitton 115. Mr Bell's best breaks were 20, 18, 17, 14, 13, and Mr Raitton's was 15. To-night Mr McLennan meets Mr Irving in the last game of the second round.

Yachting.

CONSTITUTION YACHT CLUB. The sixth club race for the handicap, Gael and Hayward Hayes designs, will be sailed on Sunday. Times and course will be announced later. The fifth club race for the motor boat section will also take place, time and course as usual.

THE ART OF AVIATION.

Two Personal Experiences.

(Special Article.)

It was while I was coming up the Seine from Issy, on a bateau-mouche that I first saw an aeroplane in flight. I had been to Issy-les-Moulineux to see the great sheds for dirigible balloons, and to have a look at the aeroplanes in their hangars. The little river steamer was nearing the Eiffel Tower when I noticed that every one on the boat was crowding to one side, and gazing earnestly at the eastern sky. Wondering what was the matter, I followed the crowd, but at first I could see nothing extraordinary. Then someone said "C'est Latham!" and suddenly I saw the machine, a tiny black speck, high up. A remark that it was only a kite caused a momentary depression, but kites do not grow, and this object was growing, as I could see after some time that it really was an aeroplane. In a little while it was possible to distinguish clearly the graceful form of the Antoinette monoplane.

I wonder if the first view of an aeroplane flying usually causes strange feelings; certain it is, that when this machine came in sight all sorts of strange thoughts came crowding to my mind—thoughts of the dreams of Jules Verne, of H. G. Wells, and of Kipling, and surprise at the beauty of this initiation bird.

As the aeroplane approached we could see that the aviator was making a bee-line for the Eiffel Tower. In a few minutes our steamer was just a little down stream from the Tower, into which the monoplane seemed about to dash. But I was simply subject to an optical illusion, similar to that which causes people who pass below the Forth Bridge to think that the masts of their ship will hit the bridge. I had not properly appreciated the size of the aeroplane, which, instead of running into the tower passed over it with a hundred feet to spare. Latham, after flying right over our steamer, followed the Seine to Issy. As the monoplane glided down, the sun caught it for a few moments turning it from black, to white.

The Antoinette monoplane, seen at a great height is exactly like a dragon fly, as when it is high up the aviator and propeller cannot be seen. When I saw the Antoinette it was silhouetted against the sky by the setting sun; that was why it looked black. It was curious to watch the slight swaying motion. I was considerably surprised not to hear the motor, but it may be there was a strong wind bearing the sound away from me.

Early in the morning of next day, August 7th, I took the centurion train to Issy-les-Moulineux, whither I was bound to see the beginning of the Circuit de l'Est. The first machines were to start at 5 a.m., so I had wished to get to Issy before that hour. The first two trains were full and I had eventually to travel on the buffers between two carriages of the third train: there were five others between the same two carriages. Because of this misfortune I missed the departure of the first two aeroplanes, but I saw the next two from the train. Both aeroplanes were flying very low, 100 feet or so up, and were distant from the train only about one hundred yards, so I could see the aviators and all the details of the machine very clearly, and the sound of the motor was very distinct. So distinct was the sound that I heard it before the aeroplanes appeared over the house-tops.

When I had seen Latham the night before I had seemed natural that his machine should fly; but there appeared to be no force holding up these machines. In fact it was quite unaccountable to see them steadily advancing through the air with the aid of a propeller but six feet in diameter which could only be seen as a faint blur. The noise made by an aeroplane engine is similar to that of a motor bicycle engine, but in amount it is equivalent to the sound of a hundred motor-bicycles; an aeroplane motor can be heard at a distance of half a mile.

The manoeuvre ground of Issy-Moulineux is situated just outside the Western fortifications of Paris on the southern bank of the Seine. It is a historic spot, for here Henry Farman made the first real flight in Europe, the closed kilometre. It is a vast gravel plain, about three-quarters of a mile long, and a third of a mile broad. On the occasion of the Circuit de l'Est it was surrounded by enclosures where the crowd of half a million were placed. At the Eastern end of the ground were great sheds, one hundred yards long and one hundred feet high, and the private aeroplane sheds or hangars. At this end there was also the enclosure reserved for the guests of the *Matin*, the newspaper which organized the Circuit de l'Est. Near this enclosure were grouped the competing aeroplanes.

Naturally enough I, arriving late, was unable to get on to the manoeuvre ground, but was fortunate enough to get a good position on the outer edge of the great ditch which forms part of the fortifications. Where I was standing was about three hundred yards from the edge of the field, but as it was high up I could see everything which took place there, and all the aeroplanes which actually started for Troyes, passed either overhead or within fifty yards.

A more cheerful crowd than that in which I stood on that occasion I have never seen. One man sat on a post where he could survey the whole crowd near him, and from this elevated position cheered everyone he could see, from the bric-a-brac sellers to the most aristocratic ladies. Sometimes he got as good as he gave, but this was all the more amusing. Occasionally men would come round selling "menches anglaises" or the official programmes.

Sometimes too, we would hear the cry "Tout le monde aviateur!" and see the little penny aeroplanes sold as souvenirs. For a while nothing happened; suddenly, however, there came a cloud of blue smoke from a Blériot monoplane, the throb of the motor made itself heard and the aeroplane began to roll along the ground. After about seventy yards of rolling the machine tilted slightly, and began moving smoothly through the air. Round the course it went and round again, and then a great roaring from the crowd announced that the aviator had decided to try to get to Troyes. Yes, this time the aeroplane, instead of turning once more, was coming straight for us, the sound of the motor grew louder, and the biplane passed right overhead to an accompaniment of not "hurrahs," but "bravos."

Some of the airmen were evidently afraid of starting on their long journey without testing their mounts thoroughly, so they went round and round till they were sure their motors were working properly. About six o'clock we were all watching a Blériot circling the course when a cry arose, and we all turned to the East. There, at least two thousand feet up, was a Blériot rapidly approaching. This was sufficiently astonishing to a crowd assembled to see aeroplanes starting on a race. The mosquito-like machine drew near and glided steeply down to the plain. It was John Moisant who had come in his monoplane with his mechanic to see the beginning of this "first cross-country" aeroplane race. It was but his fourth flight since getting his certificate, his next was to be from Paris to London. As all the aeroplanes had to circle the course, we had ample opportunities of seeing them from all points of view. When looked at from behind, a biplane presents a curious spectacle; it looks for all the world like a huge box kite with a man sitting in it. Sometimes two aeroplanes were in the air together. On one such occasion one was a Farman biplane and the other a Blériot monoplane. The biplane travelled high and slowly, (slowly for an aeroplane means 35-40 miles per hour), the Blériot rushed round the course at a much lower altitude but at a great speed.

The last aviator actually to leave the ground for Troyes was the American aviator Weymann. He did not go up till 9 o'clock and seemed to find the wind tricky, for at first his biplane was pitching and swaying in a terrifying way. After coming down and turning up his motor he went up again. This time the aeroplane travelled quite smoothly, and after a few turns Weymann left for Troyes, but at a height considerably greater than that at which his predecessors had started.

About ten o'clock the doors of one of the big hangars opened, and the incomparable Antoinette monoplane was brought out. Latham climbed in and at once began to circle the field getting higher and higher at each turn. But his long flight from Mourmelon the day before had tired him, so he decided to come down. It was worth while waiting to see him for truly the Antoinette is a lovely sight. Latham is very daring and likes to frighten the spectators; sometimes he thought he was certainly going to kill himself but he always righted his aeroplane without the slightest trouble. After Latham had been in the air no more flew, and the affair closed, so I had to go home. As I left the manoeuvre ground the newspaper boys were shouting "Edition Speciale du Matin!" "Is sent arrives!" "Curious to see who 'they' were, I bought a copy and found that up to the time of publishing four aviators had reached Troyes."

THE PLAGUE. Messrs Thomas Cook and Son last night received telegraphic information from Shanghai that seven days' quarantine is being enforced against arrivals from plague-infected ports, and at Wosung vessels are being detained in quarantine five days. Further alterations have been made in the Shanghai-Dalny service, the steamers leaving Shanghai on Fridays, and Dalny on Tuesdays.

From Japanese sources we learn that the measures taken in Southern Manchuria to stay the spread of plague are proving effective, and the same is the case in the Russian Zone. Chinese telegrams are very lugubrious and are in some cases almost despairing in tone. Still the general feeling is that the worst has been reached. The measures taken by the Japanese and Russian authorities have been very severe, and the Chinese have hesitated, except in the bigger towns, to follow in their footsteps. This accounts for the tales of dreadful mortality which are coming in from certain villages and smaller districts.

The population of the town of Fuchien has been almost swept away by the ravages of the Black Death, recalling the stories which we read of in European history of the horrors which accompanied its march during the fourteenth century, when whole towns were left silent and desolate.

DIPHTHERIA—HOW IT MAY BE AVOIDED. DIPHTHERIA is usually contracted when the child has a cold. The cold prepares the child's system for the reception and development of the diphtheria germs. When there are cases of diphtheria in the neighbourhood children that have colds should be kept at home and off the street until recovered. Give them Chamberlain's Cough Remedy and they will not have to remain at home long. It also cleans out the culture body, which forms in a child's throat when it has a cold, and minimizes the risk of contracting infectious diseases. For sales by all Chemists and Storekeepers.

WHY PAY

\$1.75

FOR

NOVELS?

You can read the latest up-to-date Volumes for

20 CENTS.

WATKINS' CIRCULATING LIBRARY.

No Subscription.

No Membership Fee.

Fancy Farm, by Neil Munro.
An Business in Love, by Fred Whitshaw.
The Love of Kameha, by Bal Krishna.
With an introduction by Victoria Cross.
The Mulberries of Daphne, by Kate Korn.
A Gentleman of Leisure, by G. P. Wodehouse.
The Heart of a Maid, by Charles Garvice.
The Unknown Tomorrow, by William Le Queux.
The Human Chord, by Algernon Blackwood.
His Hour, by Elinor Glyn.
Fallen among Thieves, Stanley Portal Hyatt.
Madam Mystery, by May Cromwell.
Pan the Fiddler, by Halliwell Sutcliffe.
Neighbours Unknown, by Charles G. D. Roberts.
None other Gods, by Robert Hugh Benson.
The Doctor's Christmas Eve, by James Lane Allen.
The Infants' Capacity, by Cosmo Hamilton.
The Green Patch, by Baroness Von Hutten.
This Son of Adam, by G. B. Burgin.
The Rogue's Heiress, by Tom Gallon.
Pongo and the Bull, by Hilaire Belloc, M.P.
The Trail of the Axe, by Ridgwell Cullum.

VICTORIA SKATING RINK.

DES VŒUX ROAD CENTRAL, Opposite the Central Market.

GRAND CARNIVAL BALL, on TUESDAY, February 23, from 10 P.M. to 3 A.M.

Tickets \$5 each including two tickets for Ladies and three coupons for supper. NUMBER LIMITED TO 250. Hongkong, November 23, 1910; 1441

TRANS-PACIFIC INTER-MEDIATE SERVICE.

Pacific Mail Co.'s Enterprise.

With characteristic enterprise the Pacific Mail Steamship Company has decided to place an additional intermediate boat on the run between Hongkong and San Francisco. Already the steamers Asia and China are employed in this way, and those who have made the trip in these excellent boats speak highly of the comfort and conveniences which they afford. Now the s.s. Persia—the dear old Coptic, so many travellers still call her—is to be added to the intermediate fleet, and there is every prospect that she will become quite as popular as the other craft of the Company.

The Persia is to leave Hongkong for her first intermediate run on March 3rd under the command of Capt. Lockett, an experienced navigator who has traversed the waters of the Pacific for many years now. Some years ago the Persia was on the Hongkong-San Francisco run as a first-class boat, but some two years since she was chartered by the Eng Hok Fong Steamship Company to run between here and Mexico, and has since been so engaged. She has been thoroughly overhauled at the Takao Dockyard recently and will leave here a first-rate boat in every respect. She will have accommodation for some 80 first-class passengers, besides a few second-class and the usual steerage complement. The fares and facilities will be in every way the same as those which have made the Asia and the China so popular with the travelling public, and the comfort of patrons will be studied in every possible way. The first-class single fare from Hongkong to San Francisco will be £25 and the return £37. 10s., while the first-class single fare from Hongkong to London or Liverpool, via New York, will be £45, and the return fare £78.

For those people who wish to know what to do and where to go on a short vacation of say two months, the Persia will offer a splendid opportunity for visiting Honolulu, the cost of the round trip being only £30. A stay can be made in Honolulu for a period of three weeks and the return voyage can be made on the same steamer by which the run down was made. This is a particularly attractive suggestion, and should appeal to many in Hongkong who feel that they need a change of environment.

TOUCHES THE SPOT. WHY suffer from pain in the stomach? Chamberlain's Colic, Cholera and Diarrhoea Remedy gets to the right spot immediately. For cramp, colic, or diarrhoea it works like magic. For sale by all Chemists and Storekeepers.

HONGKONG—NEW YORK. REGULAR SAILINGS via PORTS and SUEZ CANAL. (WITH LIBERTY TO CALL AT MALABAR COAST).

For Freight & further particulars apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS!

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORT with transhipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD. AND APCAR LINES Proposed Sailings from Hongkong

Steamers from Hongkong.	On or about	Connecting at Calcutta with	On or about
LANSANG	Feb. 9th	UMRUZI	Mar. 8th
JAPAN	Feb. 14th	UMFULI	Mar. 25th
CATHERINE APCAR	Feb. 20th		
NAMSANG	Feb. 25th		

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

RICE MILLS

OF ALL SIZES AND FOR MILLING ANY

GRADE OF RICE

BY DOUGLAS and GRANT

OF KILKILDY, N.B.

STEAM ENGINES

OF ALL SIZES FOR MILLS & FACTORIES

ALSO FOR WATERWORKS, MINES, &c.]

Quotations for any description of Machinery or Engineering Plant on application to

DODWELL & Co., Ltd.,

MACHINERY DEPARTMENT.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

The British Wood Preservative

"ANTHROL"

Destroys WHITE ANTS and prevents decay.

DODWELL & CO., LTD., Agents.

JOHN & ROBERT HARVEY & CO., LIMITED, ESTABLISHED 1770.

THE Undersigned have been appointed SOLE AGENTS in Hongkong and South China for the above Company's

WHISKIES.

DODWELL & CO. LTD

INVESTED FUNDS Over £2,000
OVER £12,000,000. PAID DAILY IN CLAIMS.

THE STANDARD LIFE OFFICE.

\$1,000 POLICY FOR £2.0.8.

The above monthly premium will secure a £1,000 Policy on a good life aged 25 next birthday.

PREMIUMS BY MONTHLY INSTALLMENTS WITHOUT EXTRA CHARGE.

For rates and full particulars apply to

DODWELL & CO., LTD., Agents.

Dr. MacKenzie's

INVALID STOUT.

SPECIALLY BREWED FOR THE EAST

INVALUABLE FOR MOTHERS FEEDING INFANTS.

NUMEROUS TESTIMONIALS FROM MOTHERS TO THIS EFFECT.

Athletes and all persons engaged in outdoor occupations will find this Stout has a marvellously invigorating effect.



AS A NERVE AND TISSUE BUILDER.

Dr. MacKenzie's Stout

IS ABSOLUTELY UNRIVALED

SOLE AGENTS

H. Price & Co., Ltd.,

12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

Hongkong, May 16 1911

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI, MOJI, KORE, NOKO	ASSAYE	11th Feb.	Freight and Passage.
AND YOKOHAMA	Capt. G. J. H. J. J.	17th Feb.	

SHANGHAI, MOJI, KORE, NOKO, YOKOHAMA, AND YOKOHAMA. (Capt. G. J. H. J. J.) 17th Feb. Freight and Passage.

LONDON, via Suez, Port Said, Alexandria, and Aden. (Capt. G. J. H. J. J.) 17th Feb. Freight and Passage.

LONDON & ANTWERP. (Capt. G. J. H. J. J.) 22nd Feb. Freight only.

E. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki, (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec or St. John, N.B. (Subject to Alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong: EMPRESS OF INDIA, SATURDAY, 11th FEB.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 10th MAR.

From Quebec: EMPRESS OF IRELAND, FRIDAY, 7th APRIL.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 6th MAY.

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL S.S. COMPANY.

SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS. MONGOLIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

KOREA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

SIBERIA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

MANCHURIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

MONGOLIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

KOREA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

SIBERIA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

MANCHURIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

MONGOLIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

KOREA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

SIBERIA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

MANCHURIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

MONGOLIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

KOREA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

SIBERIA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

MANCHURIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

MONGOLIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

KOREA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

SIBERIA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

MANCHURIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

MONGOLIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

KOREA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

SIBERIA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

MANCHURIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

MONGOLIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

KOREA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

SIBERIA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

MANCHURIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

MONGOLIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

KOREA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

SIBERIA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

MANCHURIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

MONGOLIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

KOREA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

SIBERIA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

MANCHURIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

MONGOLIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

KOREA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

SIBERIA, 18,000 Tons, FRIDAY, 10th Mar., at 1 p.m.

MANCHURIA, 27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For SHANGHAI, via NINGPO, LIENSHING, THURSDAY, Feb. 9, Daylight.

For SINGAPORE, PENANG, LAISANG, THURSDAY, Feb. 9, at Noon.

For SANDAKAN, LAUSANG, FRIDAY, Feb. 10, at Noon.

For MANILA, LOONGSANG, SATURDAY, Feb. 11, at 2 p.m.

For MANILA, YUENSANG, SATURDAY, Feb. 18, at 2 p.m.

FOR THE MANILA CARNIVAL, FEBRUARY 21st to 28th, 1911.

A SPECIAL REDUCED FARE of \$50 for return Passengers will be issued for our sailings to Manila of the 11th and 18th February, available for 30 days from date of issue.

Passengers taking these tickets are exempt from the Head Tax.

A duly qualified Surgeon is also carried.

Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd. General Managers.

CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR SHANGHAI, via NINGPO, LIENSHING, THURSDAY, Feb. 9, at 4 p.m.

FOR SINGAPORE, PENANG, LAISANG, THURSDAY, Feb. 9, at Noon.

FOR SANDAKAN, LAUSANG, FRIDAY, Feb. 10, at Noon.

FOR MANILA, LOONGSANG, SATURDAY, Feb. 11, at 2 p.m.

FOR MANILA, YUENSANG, SATURDAY, Feb. 18, at 2 p.m.

FOR THE MANILA CARNIVAL, FEBRUARY 21st to 28th, 1911.

A SPECIAL REDUCED FARE of \$50 for return Passengers will be issued for our sailings to Manila of the 11th and 18th February, available for 30 days from date of issue.

Passengers taking these tickets are exempt from the Head Tax.

A duly qualified Surgeon is also carried.

Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd. General Managers.

CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR SHANGHAI, via NINGPO, LIENSHING, THURSDAY, Feb. 9, at 4 p.m.

FOR SINGAPORE, PENANG, LAISANG, THURSDAY, Feb. 9, at Noon.

FOR SANDAKAN, LAUSANG, FRIDAY, Feb. 10, at Noon.

FOR MANILA, LOONGSANG, SATURDAY, Feb. 11, at 2 p.m.

FOR MANILA, YUENSANG, SATURDAY, Feb. 18, at 2 p.m.

FOR THE MANILA CARNIVAL, FEBRUARY 21st to 28th, 1911.

A SPECIAL REDUCED FARE of \$50 for return Passengers will be issued for our sailings to Manila of the 11th and 18th February, available for 30 days from date of issue.

Passengers taking these tickets are exempt from the Head Tax.

A duly qualified Surgeon is also carried.

Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd. General Managers.

Shipping.

FOR SHANGHAI, KUBE AND MOJI.

THE Steamship GREGORY APCAR, Captain S. H. BILSON, will be despatched for the above Ports on MONDAY, the 13th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN. (Occupying 30 days).

The Steamers leave about every 3 weeks for Shanghai and Kobe, (Inland Sea) returning via Moji, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fare for round trip \$150.

For Freight or Passage apply to DAVID SASSON & Co., Ltd., Agents.

Hongkong, Feb. 7, 1911. 132

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER DIRECT.

THE Steamship KUMERIC, From Hongkong, on WEDNESDAY, 15th Feb.

To be followed by AYMERIC, 9th March.

LUERIC, 8th April.

SUVERIC, 4th May.

KUMERIC, 1st June.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States, and to the West Indies.

For further information regarding rates of freight, etc., apply to CANADIAN PACIFIC RAILWAY CO., HONGKONG.

Hongkong, January 26, 1911. 136

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI.

SEDE IN ROMA.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Alexandria, Naples, Genoa, and other ports.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, February 2, 1911. 134

THE Steamship SCHIA.

Captain BILSON, will be despatched as above on MONDAY, the 13th instant, at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, February 2, 1911. 134

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA, VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship AROAZIA, Captain S. BILSON, carrying His Majesty's Mail, will be despatched from this Port for BOMBAY, etc., on SATURDAY, the 18th February, 1911, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mulu, 11,000 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London: due in London on the 25th March, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, February 6, 1911. 135

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUETZ AND PORT SAID.

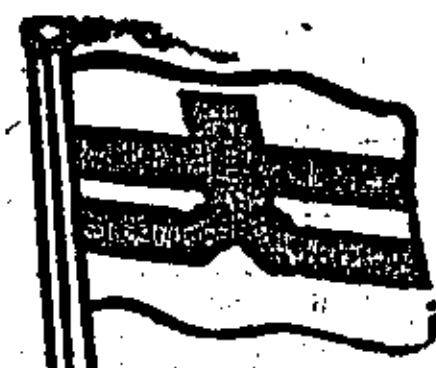
(Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Steamship NIPPON, Captain TANISCH, will be despatched as above on 27th February, at 2 p.m.

This Steamer has capital accommodation for passengers, electric light, and carries a Doctor and a Stewardess.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Princes Buildings, Hongkong, January 28, 1911. 137



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED.

SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANSPACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For SHANGHAI, via SWATOW, TACOMA MARU, 6,178 Tons, Wednesday, 22nd Feb., at Noon.

For SHANGHAI, via SWATOW, PANAMA MARU, 6,059 Tons, Tuesday, 7th Mar., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for passengers situated amidships. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For SHANGHAI, via SWATOW, BUJUN MARU, 6,178 Tons, Wednesday, 8th Feb., at 8 a.m.

For SHANGHAI, via SWATOW, YEHIGO MARU, 6,059 Tons, Friday, 10th Feb., at Noon.

For SHANGHAI, via SWATOW, DAIGI MARU, 6,178 Tons, Sunday, 12th Feb., at 10 a.m.

For SHANGHAI, via SWATOW, SOSHU MARU, 6,059 Tons, Wednesday, 15th Feb., at 8 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout.

For information of Freight, Passage, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For SHANGHAI, via SWATOW, PRINZ EITEL FRIEDRICH, 10,000 Tons, Wednesday, 22nd Feb., at Noon.

For SHANGHAI, via SWATOW,

Shipping

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Tons	Leave Hongkong	Connection Steamer to	Tons	Due Marseilles (2 days earlier)	Due London (1 day later)
Steamer	Tons	Leave Hongkong	Connection Steamer to	Tons	Due Marseilles (2 days earlier)	Due London (1 day later)
ARCADIA	7000	Feb. 18	Malwa	11000	Mar. 18	Mar. 24
ASSAYE	7500	Mar. 4	Macedonia	10000	Apr. 1	Apr. 7
MARMORA	10500	Mar. 18	Moldavia	10000	Apr. 15	Apr. 21
DEVANHA	8000	Apr. 1	Mongolia	10000	Apr. 29	May 5
DELHI	8000	Apr. 15	Morea	10000	May 13	May 19
ASSAYE	7500	Apr. 29	Mooltan	10000	May 27	June 2
DELTA	8800	May 13			June 10	June 16

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (including Surtax).

1st Saloon £71.10 Single, £106.14 Return.
2nd " £43.8 " £72.12 "

In addition to the above Mail Steamers the following:

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Tons	Leave Hongkong	Due London
*SUNDA	4700	Jan. 25	March 11
*NOBIA	4700	Feb. 8	March 24
*SYRIA	6800	Mar. 8	April 24
*NORE	6700	Mar. 22	May 8
*PALAWAN	4700	Apr. 5	May 22
*BORNEO	4600	Apr. 19	June 5
*SICILIA	6700	May 17	June 19
*SUMATRA	4600	May 31	July 17
*NILE	6700	June 14	July 31

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax).

1st Saloon £53.00 Single, £82.10 Return.
2nd " £38.10 " £67.4 "

* Carry 1st and 2nd Saloon Passengers.

For further particulars Apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	STEAMERS	CAPTAIN	To SAIL
SHANGHAI KOBE AND YOKOHAMA	TOKIN,	CHARBONNEL	Feb. 13, p.m.
MARSEILLES, Via Port	OCEANIE,	SELLIER	Feb. 14, at 1 p.m.

TRANS SHIPPING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
Via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward.

Homeward.

For Shanghai, Kobe & Yokohama	For Hamburg
S.S. SILESIA 10th Feb.	S.S. HELLA 11th Feb.
S.S. PREUSSEN 27th Feb.	For Marseilles, Hamburg & Awerp
S.S. RHEINFELS 27th Mar.	S.S. SAXONIA 19th Feb.
S.S. SENEAMBIA 22nd Mar.	For Havre, Rotterdam & Hamburg
S.S. SUEVIA 7th April.	S.S. SEGOVIA 15th Feb.
S.S. BAYERN 20th April.	For Bremen & Hamburg
S.S. ARABIA 3rd May.	S.S. SPEZIA 23rd Feb.
	For Rotterdam & Hamburg
	S.S. LIBERIA 2nd Mar.
	For Havre, Rotterdam & Hamburg
	S.S. SAMBIA 5th Mar.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINES STEAM-
SHIP Co.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4,000	H. Mainland	Manila	Wednesday, Feb. 8, at 4 p.m.
RUBI	4,000	S. Crosby	Cebu & Iloilo	Monday, Feb. 20, at 4 p.m.

MANILA CARNIVAL—Special reduced fare of \$50 to Manila and return (No Head Tax). Sailing on 20th February.

For Freight or Passage apply to

Shewan, Tomes & Co., General Manager.

Shipping

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY.

S.S. 'MARMORA'

10,500 tons,

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR
MARSEILLES AND LONDON, Via BOMBAY.WILL leave Hongkong on MARCH 18th, 1911, staying
at Bombay 24 hours only and is due to arrive at

MARSEILLES... April 15th.

LONDON... April 22nd.

FARES TO LONDON

1st Saloon.....£71.10 Single, £106.14 Return.

2ND " £43.8 " £72.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1910.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
* AMERICA MARU	11,000	A. G. STEVENS	Friday, Feb. 17, 1 p.m.
* TENYO MARU	21,000	E. BEST	Friday, Feb. 24, 1 p.m.
* NIPPON MARU	11,000	H. S. SMITH	Friday, March 17, 1 p.m.
* CHIYO MARU	21,000	W. W. GREENE	Friday, April 14, 1 p.m.

* Triple Screw, turbine engines. * Twin Screw.
All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Twin Screw Steamer 'AMERICA MARU' will be despatched for SAN FRANCISCO, Via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 17th February, at 1 p.m.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO)
Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
KIYO MARU	17,500	H. NISHI	Tuesday, Feb. 21, 1 p.m.
BUYO MARU	10,500	K. HAMAMOTO	Wednesday, April 19, 1 p.m.
HONGKONG MARU	11,000	H. HINOKUMA	Saturday, June 17, 1 p.m.

The Steamer 'KIYO MARU' will be despatched for VALPARAISO and CORONEL Via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO and IQUIQUE, on TUESDAY, the 21st Feb., at 1 p.m.

FARES FROM HONGKONG.
To SAN FRANCISCO £45. 0-0, Single.
" NEW YORK £60. 0-0, " "
" LONDON £120. 0-0, Return 6 months.
" £125. 0-0, " 24 "
" SALINA CRUZ on MANZANILLO Yen. 420.00, Single.
" VALPARAISO Yen. 570.00, "

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.
To European Points—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan.

To Canadian and United States Points—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.
To all Points—Missionaries and their families.

(These concessions apply to San Francisco line only).
These magnificent steamers are the most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The 'TENYO MARU' and 'CHIYO MARU' are fitted with Turbine Engines and Triple Screw. Records speed 24 knots.

Through Bills of Lading issued to North, Central and South American Ports.
For further particulars as to Passage and Freight apply to

K. MATSUDA, Local Manager,

KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

THE EASTERN & STEAMSHIP CO.
AUSTRALIAN LIMITED.MAIL SERVICE
TO AUSTRALIA.

MAIL SCHEDULE

(Subject to Modification)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE		Feb. 8th, at noon.
ST. ALBANS	Feb. 10	March 4th, at noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agents

Hongkong, November 2, 1908.

HONGKONG-NEW YORK.

AMERICAN AND MANCHURIAN LINE.

FOR NEW YORK, via PORTS & SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. KATUNA.....on or about 14th February, 1911.

For Freight and further information apply to

SHEWAN TOMES & CO.

Agents,

AMERICAN & MANCHURIAN LINE.
Hongkong, January 4, 1911.

Notices to Consignees

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship 'Gregory' after having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees risk and expense.

Cargo remaining on board after 2 p.m., of the 9th instant, will be landed at Consignees risk and expense.

Consignees of cargo from Singapore and Penang are requested to take immediate delivery of their Goods from alongside.

Such Cargo impeding the discharge of the vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underigned.

DAVID SASSOON & Co., Ltd., Agents.
Hongkong, February 7, 1911. 181

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREITEN.

NOTICE TO CONSIGNEES.

THE Steamship 'PRINZ SIGISMUND' having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, howsoever and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 14th of February will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 14th of February, at 2.30 a.m.

All claims must reach us before the 18th of February, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underigned.

NORDDEUTSCHER LLOYD, MELOERS & CO., General Agents.
Hongkong, February 7, 1911. 180

FROM EUROPE.

THE H.A.L. Steamship 'SALINA' having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All Claims must be presented within ten days of the steamer's arrival here, after which day they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:
Ex.s.s. Ruyi from Havre.
Ex.s.s. Ruyi from Havre.
Ex.s.s. Ruyi from Havre.
Ex.s.s. Ruyi from Havre.

HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, February 6, 1911. 184

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

CONSIGNEES of Cargo per Steamship 'MONGOLIA'.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified, to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on TUESDAY, 7th February, 1911, at 5 p.m., will be landed at owner's risk and delivery must then be taken from Company's Godown.

Cargo remaining undelivered on MONDAY, February 13th, 1911, afternoon, will be subject to rent and landing charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, February 11th, 1911, at 10 a.m.

All claims must be filed on or before March 8th, 1911, otherwise they will not be recognized.

FRED J. RALTON, Agent.
Hongkong, February 6, 1911. 185

BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLAWERS.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the steamer must be presented to the Underigned on or before the 12th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 4, 1911. 186

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER & SEATTLE,

via SHANGHAI and JAPAN PORTS.

STEAMER	Tons	Captain	ON OR ABOUT
KUMERIC	6292	G. D. McGill	15th February.
LUCERIC	6300	J. MATTHEW	9th March.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerie" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to

The Bank Line, Limited.

KING'S BUILDING, PRAYA CENTRAL.

TELEPHONE No. 782.

Hongkong, January 11, 1911.

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL.

GAS COAL.

HOUSE COAL.

From the Westwallend and Aberdare Mines (New South Wales) always on hand.

For prices, delivered or ex godown, apply to

ANDREW WEIR & CO.,
(THE BANK LINE AGENTS)
King's Building, (Fourth Floor).

Hongkong, February 8, 1911.

Dentistry.

DR. CHAS. FONG

DENTIST

34, QUEEN'S ROAD CENTRAL,

ROOM No. 3, FIRST FLOOR.

(Opposite Post Office).

DR. FAITH LEONG,

Graduate of the College of Physicians

Surgeons, Oakland, Cal.

Hongkong, August 13, 1909. 993

SIEN TING

Surgeon Dentist

No. 14, AGUIER STREET.

TERMS VERY MODERATE

Consultation Free.

THE TYPHOON

MAP.

MOUNTED ON CARDBOARD AND

TAPED FOR HANGING.

MacEwen Frickel & Co.

AGENTS FOR
W. & A. GILBEY, Ltd.
WINE MERCHANTS,
LONDON.

SPANISH PORT
A GOOD FRUITY WINE.
\$12.00 per case.
INVALID PORT
A VERY FINE VINTAGE WINE.
8 Years in Wood.
\$22.00 per case.
'84 Port
An Exceptionally Fine Night Tawny Wine.
12 years in Wood. \$24.00.

SPANISH SHERRY.
A GOOD SPANISH WINE.
\$12.00 per case.
Natural Montilla Sherry
A Pale, Nutty Sherry, natural and extremely light in Alcohol.
9 Years Old. \$22.00.
MANZANILLA SHERRY
A DELICATE DRY WINE.
Years Old. \$22.00.

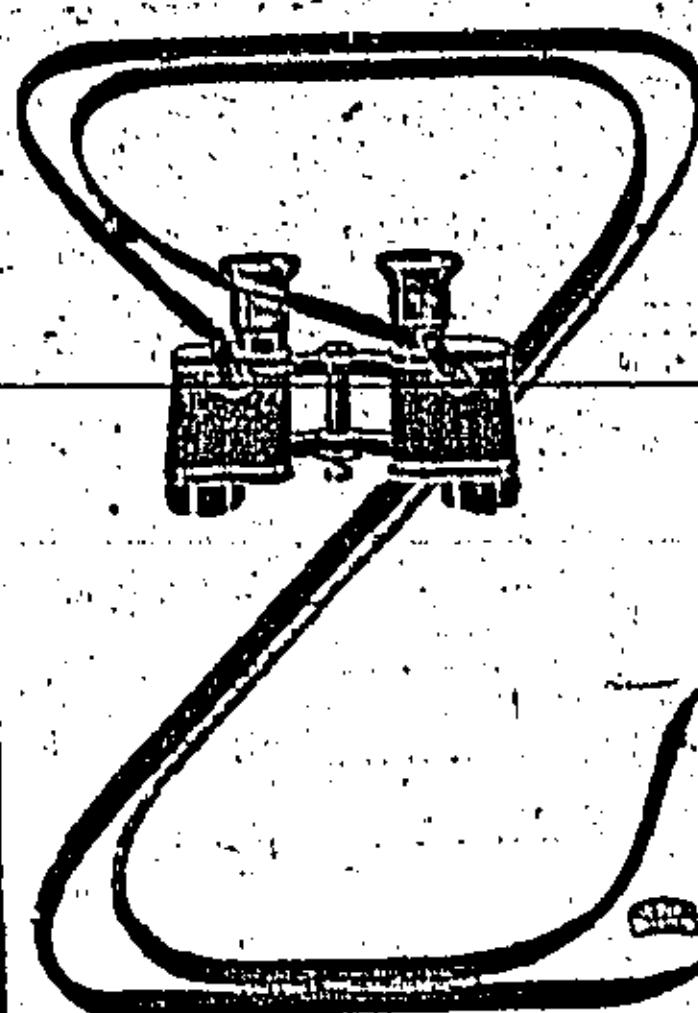
SCOTCH WHISKIES.
THE PROVOSE.
A pure Malt Scotch Whisky, Choice Quality and well matured.
\$14.00 per case.
STRATHMILL.
Old Highland (Glenlivet) Guaranteed Pure Malt Pot Still.
\$13.00 per case.
SPEY ROYAL.
Absolutely the Finest Pure Malt Pot Still Scotch Whisky obtainable. Guaranteed over 10 years old.
\$22.00 per case.

GIN.
OLD TOM GIN
\$10.00 per case.
LONDON DRY GIN
\$10.00 per case.
PLYMOUTH GIN
\$13.00 per case.
These Gins are Distilled from unmalmed Corn, and highly rectified, and have the delicate flavour of the Juniper Berry.

LIQUEURS.
Creme de Menthe
Cherry Brandy
Cherry Whisky
Creme de Cacao
Curacao
Marschino
Benedictine D. O. M.
Yellow Chartreuse

BURGUNDIES.
Per Case
Cuvée
Qts. Pts.
Beauve 16.00 18.00
Pommard 18.00 20.00

Special attention given to family requirements.
Complete price list on Application.
MacEwen Frickel & Co.,
4 DES VIOUX ROAD.



BISS PRISM BINOCULARS

CAN BE OBTAINED FROM
CHS. J. CAUPP & Co.
AT
HOME PRICES.

6x20. 0.0; 8x20 (Stalking) 27. 10. 0; 8x20. 10. 0; 12x20. 5. 0.
CHRONOGRAPHS
AT ALL PRICES.
Hongkong, February 1, 1911.

To-day's Advertisements

Saturday Night, 11th.

ANOTHER

'Scharnhorst' Concert

in THEATRE, at 9.
Robinson's.
Hongkong, February 8, 1911.

THE JEWELL SOCIETY OF HONGKONG.

THE ANNUAL DINNER will be held at the HONGKONG HOTEL on ST. DAVID'S DAY, March 1st, at 8 p.m.

ADMISSION WILL BE BY TICKETS.
Intending Subscribers, who may also obtain cards for not more than two guests in each case, please notify—
E. A. M. WILLIAMS,
Hon. Secretary,
CHAMBER OF COMMERCE,
St. George's Building,
Hongkong, February 8, 1911.

FOR SALE.
THE VIENNA CAFE CO., LTD.
(In Liquidation).
A going concern, the Lease, Goodwill, Wines and Spirits and other Stock, Baking and Confectionery Plant, Book Debts, Furniture and Fixtures, Beer Engines and Electrical Fittings of the above Cafe.
Offers to be made in writing on or before Noon on WEDNESDAY, the 22nd inst., to the Undersigned, from whom further particulars may be obtained.
E. A. M. WILLIAMS,
Liquidator,
St. George's Building,
Hongkong, February 8, 1911.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. BREMEN.

STEAM FOR SHANGHAI, TSINGTAU, KOBE & YOKOHAMA.

THE Steamship YOKOS, Captain RANKEN, will leave for the above places TO-DAY (WEDNESDAY), the 8th inst., at 11 p.m.

For further particulars, apply to—
NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
General Agents,
Hongkong, February 8, 1911.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship YOKOS, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 15th of February will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 15th of February, at 2.30 a.m.

No fire insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamship brings Cargo as follows:
Ex s.s. James Haines from South Africa, Ex s.s. Barlowe from Venice.
Ex s.s. Heron from Tientsin and Shanghai.
Ex s.s. Prior from Hongkong and Shanghai.
Transhipped at Port Said.

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
General Agents,
Hongkong, February 8, 1911.

NOTICE.

THE REPRESENTATIVE of Messrs MACMILLAN & Co., Ltd., London and New York, will hold

AN EXHIBITION OF THE EDUCATIONAL BOOKS

of his Firm, from FEBRUARY 10th to 12th inclusive, at Messrs KELLY AND WALSH, LD.

Teachers and others interested in education are cordially invited to inspect specimens of Macmillan's latest publications in English and Chinese.

Hongkong, February 8, 1911.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction FOR ACCOUNT OF THE CONCERNED, on

SATURDAY, the 11th February, 1911, at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, a

Collection of VALUABLE ENGLISH JEWELLERY.

Comprising—
Gold and Silver Watches, Diamond Rings, Brooches, Pendants, Pins, Bracelets, Studs, Silver-laced Hair Brushes, Fitted Dressing Cases, &c., mostly without reserve.

Also—
A Collection of Rare Old Medals; and
A few Foreign Orders, including German Iron Cross, &c., &c.

Terms—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, February 8, 1911.

KOWLOON BUTCHERY.

We beg to notify the residents of Kowloon that we now have on sale at our KOWLOON DEPOT, NATHAN ROAD—

AUSTRALIAN FROZEN MEATS, RABBITS, HARES, HAMS, BEACON, &c., &c.

THE DAIRY FARM CO., LTD.

Hongkong, November 12, 1910.

WEATHER REPORT.

The following notice is issued from the Hongkong Observatory—

On the 8th at 11.40 a.m.—The barometer has fallen slightly to moderately over S. China, S.W. Japan and the Leewards; and risen moderately on the N.E. coast of China.

The high pressure area covers N. China and the W. part of the Sea of Japan, and a shallow area of low pressure appears to be lying over the Western part of the Eastern Sea.

The monsoon will probably freshen over the Formosa Channel and the S. coast of China tomorrow. Moderate monsoon over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow—

1.—Hongkong and Neighborhood. N.E. winds, moderate to strong; fine.

2.—Formosa Channel; Same as No. 1.

3.—South coast of China between Hongkong and Lantau; Same as No. 1.

4.—South coast of China between Hongkong and Hainan; Same as No. 1.

IRRITATING HUMOUR FROM KNEES TO TOES

Suffered Terribly. People Astonished by His Condition. Walking Difficult. Bought Cuticura Ointment, Pills and Soap. In Few Days Improvement Wonderful. Cured Solely by Cuticura Remedies.

"I am most happy to tell of the cure in my son's legs, wrought by the Cuticura Remedies. For four years he has suffered terribly with large irritating and bleeding sores, as large as a penny, from his knees to his toes. His legs have been one mass of sores. He was quite lame, and walking was most difficult. Many people remarked on the peculiar way he walked, and on being shown the condition of his legs, were astonished. I have used many kinds of ointments, and had twice from chemists, two doctors and a physician, all of whom only gave temporary relief. They became worse than ever after. At length I had no more hope of getting them better. I bought a box of Cuticura Ointment, with Cuticura Pills and Cuticura Soap, and used as directed. In a few days the improvement was wonderful. The irritation was less severe, and they continued improving. After using two boxes of Cuticura Ointment, the cure was effected, and I had them again, for they would have saved a great deal of pain and expense. Those who saw his legs when they were bad are now surprised at the wonderful cure. I shall never fail to recommend the treatment." (Signed) Mrs. G. F. Fitch, Cornhill Hall, London, England, Essex, Eng., Dec. 1, 1909.

Cuticura Remedies are sold throughout the world. Agents: London, 27, Chancery Lane, W.C. 2. Hongkong, 27, Des Vaux Road, S. 1. Singapore, 27, Des Vaux Road, S. 1. Penang, 27, Des Vaux Road, S. 1. Malacca, 27, Des Vaux Road, S. 1. Batavia, 27, Des Vaux Road, S. 1. Amoy, 27, Des Vaux Road, S. 1. Canton, 27, Des Vaux Road, S. 1. Shanghai, 27, Des Vaux Road, S. 1. Yokohama, 27, Des Vaux Road, S. 1. Kobe, 27, Des Vaux Road, S. 1. Osaka, 27, Des Vaux Road, S. 1. Manila, 27, Des Vaux Road, S. 1. Cebu, 27, Des Vaux Road, S. 1. Iloilo, 27, Des Vaux Road, S. 1. Zamboanga, 27, Des Vaux Road, S. 1. Davao, 27, Des Vaux Road, S. 1. Cagayan, 27, Des Vaux Road, S. 1. Baguio, 27, Des Vaux Road, S. 1. Pangasinan, 27, Des Vaux Road, S. 1. Ilocos, 27, Des Vaux Road, S. 1. Negros, 27, Des Vaux Road, S. 1. Samar, 27, Des Vaux Road, S. 1. Mindanao, 27, Des Vaux Road, S. 1. Philippines, 27, Des Vaux Road, S. 1. Java, 27, Des Vaux Road, S. 1. Sumatra, 27, Des Vaux Road, S. 1. Borneo, 27, Des Vaux Road, S. 1. Celebes, 27, Des Vaux Road, S. 1. Moluccas, 27, Des Vaux Road, S. 1. East Indies, 27, Des Vaux Road, S. 1. South Sea Islands, 27, Des Vaux Road, S. 1. Australia, 27, Des Vaux Road, S. 1. New Zealand, 27, Des Vaux Road, S. 1. South Africa, 27, Des Vaux Road, S. 1. India, 27, Des Vaux Road, S. 1. Ceylon, 27, Des Vaux Road, S. 1. Persia, 27, Des Vaux Road, S. 1. Mesopotamia, 27, Des Vaux Road, S. 1. Egypt, 27, Des Vaux Road, S. 1. Sudan, 27, Des Vaux Road, S. 1. Abyssinia, 27, Des Vaux Road, S. 1. Ethiopia, 27, Des Vaux Road, S. 1. Somalia, 27, Des Vaux Road, S. 1. Madagascar, 27, Des Vaux Road, S. 1. Mauritius, 27, Des Vaux Road, S. 1. Reunion, 27, Des Vaux Road, S. 1. French India, 27, Des Vaux Road, S. 1. Dutch India, 27, Des Vaux Road, S. 1. Portuguese India, 27, Des Vaux Road, S. 1. Spanish India, 27, Des Vaux Road, S. 1. Italian India, 27, Des Vaux Road, S. 1. Austrian India, 27, Des Vaux Road, S. 1. Prussian India, 27, Des Vaux Road, S. 1. Russian India, 27, Des Vaux Road, S. 1. Chinese India, 27, Des Vaux Road, S. 1. Japanese India, 27, Des Vaux Road, S. 1. American India, 27, Des Vaux Road, S. 1. European India, 27, Des Vaux Road, S. 1. Asiatic India, 27, Des Vaux Road, S. 1. African India, 27, Des Vaux Road, S. 1. Australian India, 27, Des Vaux Road, S. 1. New Zealand India, 27, Des Vaux Road, S. 1. South African India, 27, Des Vaux Road, S. 1. Indian India, 27, Des Vaux Road, S. 1. Ceylon India, 27, Des Vaux Road, S. 1. Persia India, 27, Des Vaux Road, S. 1. Mesopotamia India, 27, Des Vaux Road, S. 1. Egypt India, 27, Des Vaux Road, S. 1. Sudan India, 27, Des Vaux Road, S. 1. Abyssinia India, 27, Des Vaux Road, S. 1. Ethiopia India, 27, Des Vaux Road, S. 1. Somalia India, 27, Des Vaux Road, S. 1. Madagascar India, 27, Des Vaux Road, S. 1. Mauritius India, 27, Des Vaux Road, S. 1. Reunion India, 27, Des Vaux Road, S. 1. French India India, 27, Des Vaux Road, S. 1. Dutch India India, 27, Des Vaux Road, S. 1. Portuguese India India, 27, Des Vaux Road, S. 1. Spanish India India, 27, Des Vaux Road, S. 1. Italian India India, 27, Des Vaux Road, S. 1. Austrian India India, 27, Des Vaux Road, S. 1. Prussian India India, 27, Des Vaux Road, S. 1. Russian India India, 27, Des Vaux Road, S. 1. Chinese India India, 27, Des Vaux Road, S. 1. Japanese India India, 27, Des Vaux Road, S. 1. American India India, 27, Des Vaux Road, S. 1. European India India, 27, Des Vaux Road, S. 1. Asiatic India India, 27, Des Vaux Road, S. 1. African India India, 27, Des Vaux Road, S. 1. Australian India India, 27, Des Vaux Road, S. 1. New Zealand India India, 27, Des Vaux Road, S. 1. South African India India, 27, Des Vaux Road, S. 1. Indian India India, 27, Des Vaux Road, S. 1. Ceylon India India, 27, Des Vaux Road, S. 1. Persia India India, 27, Des Vaux Road, S. 1. Mesopotamia India India, 27, Des Vaux Road, S. 1. Egypt India India, 27, Des Vaux Road, S. 1. Sudan India India, 27, Des Vaux Road, S. 1. Abyssinia India India, 27, Des Vaux Road, S. 1. Ethiopia India India, 27, Des Vaux Road, S. 1. Somalia India India, 27, Des Vaux Road, S. 1. Madagascar India India, 27, Des Vaux Road, S. 1. Mauritius India India, 27, Des Vaux Road, S. 1. Reunion India India, 27, Des Vaux Road, S. 1. French India India India, 27, Des Vaux Road, S. 1. Dutch India India India, 27, Des Vaux Road, S. 1. Portuguese India India India, 27, Des Vaux Road, S. 1. Spanish India India India, 27, Des Vaux Road, S. 1. Italian India India India, 27, Des Vaux Road, S. 1. Austrian India India India, 27, Des Vaux Road, S. 1. Prussian India India India, 27, Des Vaux Road, S. 1. Russian India India India, 27, Des Vaux Road, S. 1. Chinese India India India, 27, Des Vaux Road, S. 1. Japanese India India India, 27, Des Vaux Road, S. 1. American India India India, 27, Des Vaux Road, S. 1. European India India India, 27, Des Vaux Road, S. 1. Asiatic India India India, 27, Des Vaux Road, S. 1. African India India India, 27, Des Vaux Road, S. 1. Australian India India India, 27, Des Vaux Road, S. 1. New Zealand India India India, 27, Des Vaux Road, S. 1. South African India India India, 27, Des Vaux Road, S. 1. Indian India India India, 27, Des Vaux Road, S. 1. Ceylon India India India, 27, Des Vaux Road, S. 1. Persia India India India, 27, Des Vaux Road, S. 1. Mesopotamia India India India, 27, Des Vaux Road, S. 1. Egypt India India India, 27, Des Vaux Road, S. 1. Sudan India India India, 27, Des Vaux Road, S. 1. Abyssinia India India India, 27, Des Vaux Road, S. 1. Ethiopia India India India, 27, Des Vaux Road, S. 1. Somalia India India India, 27, Des Vaux Road, S. 1. Madagascar India India India, 27, Des Vaux Road, S. 1. Mauritius India India India, 27, Des Vaux Road, S. 1. Reunion India India India, 27, Des Vaux Road, S. 1. French India India India India, 27, Des Vaux Road, S. 1. Dutch India India India India, 27, Des Vaux Road, S. 1. Portuguese India India India India, 27, Des Vaux Road, S. 1. Spanish India India India India, 27, Des Vaux Road, S. 1. Italian India India India India, 27, Des Vaux Road, S. 1. Austrian India India India India, 27, Des Vaux Road, S. 1. Prussian India India India India, 27, Des Vaux Road, S. 1. Russian India India India India, 27, Des Vaux Road, S. 1. Chinese India India India India, 27, Des Vaux Road, S. 1. Japanese India India India India, 27, Des Vaux Road, S. 1. American India India India India, 27, Des Vaux Road, S. 1. European India India India India, 27, Des Vaux Road, S. 1. Asiatic India India India India, 27, Des Vaux Road, S. 1. African India India India India, 27, Des Vaux Road, S. 1. Australian India India India India, 27, Des Vaux Road, S. 1. New Zealand India India India India, 27, Des Vaux Road, S. 1. South African India India India India, 27, Des Vaux Road, S. 1. Indian India India India India, 27, Des Vaux Road, S. 1. Ceylon India India India India, 27, Des Vaux Road, S. 1. Persia India India India India, 27, Des Vaux Road, S. 1. Mesopotamia India India India India, 27, Des Vaux Road, S. 1. Egypt India India India India, 27, Des Vaux Road, S. 1. Sudan India India India India, 27, Des Vaux Road, S. 1. Abyssinia India India India India, 27, Des Vaux Road, S. 1. Ethiopia India India India India, 27, Des Vaux Road, S. 1. Somalia India India India India, 27, Des Vaux Road, S. 1. Madagascar India India India India, 27, Des Vaux Road, S. 1. Mauritius India India India India, 27, Des Vaux Road, S. 1. Reunion India India India India, 27, Des Vaux Road, S. 1. French India India India India India, 27, Des Vaux Road, S. 1. Dutch India India India India India, 27, Des Vaux Road, S. 1. Portuguese India India India India India, 27, Des Vaux Road, S. 1. Spanish India India India India India, 27, Des Vaux Road, S. 1. Italian India India India India India, 27, Des Vaux Road, S. 1. Austrian India India India India India, 27, Des Vaux Road, S. 1. Prussian India India India India India, 27, Des Vaux Road, S. 1. Russian India India India India India, 27, Des Vaux Road, S. 1. Chinese India India India India India, 27, Des Vaux Road, S. 1. Japanese India India India India India, 27, Des Vaux Road, S. 1. American India India India India India, 27, Des Vaux Road, S. 1. European India India India India India, 27, Des Vaux Road, S. 1. Asiatic India India India India India, 27, Des Vaux Road, S. 1. African India India India India India, 27, Des Vaux Road, S. 1. Australian India India India India India, 27, Des Vaux Road, S. 1. New Zealand India India India India India, 27, Des Vaux Road, S. 1. South African India India India India India, 27, Des Vaux Road, S. 1. Indian India India India India India, 27, Des Vaux Road, S. 1. Ceylon India India India India India, 27, Des Vaux Road, S. 1. Persia India India India India India, 27, Des Vaux Road, S. 1. Mesopotamia India India India India India, 27, Des Vaux Road, S. 1. Egypt India India India India India, 27, Des Vaux Road, S. 1. Sudan India India India India India, 27, Des Vaux Road, S. 1. Abyssinia India India India India India, 27, Des Vaux Road, S. 1. Ethiopia India India India India India, 27, Des Vaux Road, S. 1. Somalia India India India India India, 27, Des Vaux Road, S. 1. Madagascar India India India India India, 27, Des Vaux Road, S. 1. Mauritius India India India India India, 27, Des Vaux Road, S. 1. Reunion India India India India India, 27, Des Vaux Road, S. 1. French India India India India India India, 27, Des Vaux Road, S. 1. Dutch India India India India India India, 27, Des Vaux Road, S. 1. Portuguese India India India India India India, 27, Des Vaux Road, S. 1. Spanish India India India India India India, 27, Des Vaux Road, S. 1. Italian India India India India India India, 27, Des Vaux Road, S. 1. Austrian India India India India India India, 27, Des Vaux Road, S. 1. Prussian India India India India India India, 27, Des Vaux Road, S. 1. Russian India India India India India India, 27, Des Vaux Road, S. 1. Chinese India India India India India India, 27, Des Vaux Road, S. 1. Japanese India India India India India India, 27, Des Vaux Road, S. 1. American India India India India India India, 27, Des Vaux Road, S. 1. European India India India India India India, 27, Des Vaux Road, S. 1. Asiatic India India India India India India, 27, Des Vaux Road, S. 1. African India India India India India India, 27, Des Vaux Road, S. 1. Australian India India India India India India, 27, Des Vaux Road, S. 1. New Zealand India India India India India India, 27, Des Vaux Road, S. 1. South African India India India India India India, 27, Des Vaux Road, S. 1. Indian India India India India India India, 27, Des Vaux Road, S. 1. Ceylon India India India India India India, 27, Des Vaux Road, S. 1. Persia India India India India India India, 27, Des Vaux Road, S. 1. Mesopotamia India India India India India India, 27, Des Vaux Road, S. 1. Egypt India India India India India India, 27, Des Vaux Road, S. 1. Sudan India India India India India India, 27, Des Vaux Road, S. 1. Abyssinia India India India India India India, 27, Des Vaux Road, S. 1. Ethiopia India India India India India India, 27, Des Vaux Road, S. 1. Somalia India India India India India India, 27, Des Vaux Road, S. 1. Madagascar India India India India India India, 27, Des Vaux Road, S. 1. Mauritius India India India India India India, 27, Des Vaux Road, S. 1. Reunion India India India India India India, 27, Des Vaux Road, S. 1. French India India India India India India India, 27, Des Vaux Road, S. 1. Dutch India India India India India India India, 27, Des Vaux Road, S. 1. Portuguese India India India India India India India, 27, Des Vaux Road, S. 1. Spanish India India India India India India India, 27, Des Vaux Road, S. 1. Italian India India India India India India India, 27, Des Vaux Road, S. 1. Austrian India India India India India India India, 27, Des Vaux Road, S. 1. Prussian India India India India India India India, 27, Des Vaux Road, S. 1. Russian India India India India India India India, 27, Des Vaux Road, S. 1. Chinese India India India India India India India, 27, Des Vaux Road, S. 1. Japanese India India India India India India India, 27, Des Vaux Road, S. 1. American India India India India India India India, 27, Des Vaux Road, S. 1. European India India India India India India India, 27, Des Vaux Road, S. 1. Asiatic India India India India India India India, 27, Des Vaux Road, S. 1. African India India India India India India India, 27, Des Vaux Road, S. 1. Australian India India India India India India India, 27, Des Vaux Road, S. 1. New Zealand India India India India India India India, 27, Des Vaux Road, S. 1. South African India India India India India India India, 27, Des Vaux Road, S. 1. Indian India India India India India India India, 27, Des Vaux Road, S. 1. Ceylon India India India India India India India, 27, Des Vaux Road, S. 1. Persia India India India India India India India, 27, Des Vaux Road, S. 1. Mesopotamia India India India India India India India, 27, Des Vaux Road, S. 1. Egypt India India India India India India India, 27, Des Vaux Road, S. 1. Sudan India India India India India India India, 27, Des Vaux Road, S. 1. Abyssinia India India India India India India India, 27, Des Vaux Road, S. 1. Ethiopia India India India India India India India, 27, Des Vaux Road, S. 1. Somalia India India India India India India India, 27, Des Vaux Road, S. 1. Madagascar India India India India India India India, 27, Des Vaux Road, S. 1. Mauritius India India India India India India India, 27, Des Vaux Road, S. 1. Reunion India India India India India India India, 27, Des Vaux Road, S. 1. French India India India India India India India India, 27, Des Vaux Road, S. 1. Dutch India India India India India India India India, 27, Des Vaux Road, S. 1. Portuguese India India India India India India India India, 27, Des Vaux Road, S. 1. Spanish India India India India India India India India, 27, Des Vaux Road, S. 1. Italian India India India India India India India India, 27, Des Vaux Road, S. 1. Austrian India India India India India India India India, 27, Des Vaux Road, S. 1. Prussian India India India India India India India India, 27, Des Vaux Road, S. 1. Russian India India India India India India India India, 27, Des Vaux Road, S. 1. Chinese India India India India India India India India, 27, Des Vaux Road, S. 1. Japanese India India India India India India India India, 27, Des Vaux Road, S. 1. American India India India India India India India India, 27, Des Vaux Road, S. 1. European India India India India India India India India, 27, Des Vaux Road, S. 1. Asiatic India India India India India India India India, 27, Des Vaux Road, S. 1. African India India India India India India India India, 27, Des Vaux Road, S. 1. Australian India India India India India India India India, 27, Des Vaux Road, S. 1. New Zealand India India India India India India India India, 27, Des Vaux Road, S. 1. South African India India India India India India India India, 27, Des Vaux Road, S. 1. Indian India India India India India India India India, 27, Des Vaux Road, S. 1. Ceylon India India India India India India India India, 27, Des Vaux Road, S. 1. Persia India India India India India India India India, 27, Des Vaux Road, S. 1. Mesopotamia India India India India India India India India, 27, Des Vaux Road, S. 1. Egypt India India India India India India India India, 27, Des Vaux Road, S. 1. Sudan India India India India India India India India, 27, Des Vaux Road, S. 1. Abyssinia India India India India India India India India, 27, Des Vaux Road, S. 1. Ethiopia India India India India India India India India, 27, Des Vaux Road, S. 1. Somalia India India India India India India India India, 27, Des Vaux Road, S. 1. Madagascar India India India India India India India India, 27, Des Vaux Road, S. 1. Mauritius India India India India India India India India, 27, Des Vaux Road, S. 1. Reunion India India India India India India India India, 27, Des Vaux Road, S. 1. French India India India India India India India India India, 27, Des Vaux Road, S. 1. Dutch India India India India India India India India India, 27, Des Vaux Road, S. 1. Portuguese India India India India India India India India India, 27, Des Vaux Road, S. 1. Spanish India India India India India India India India India, 27, Des Vaux Road, S. 1. Italian India India India India India India India India India, 27, Des Vaux Road, S. 1. Austrian India India India India India India India India India, 27, Des Vaux Road, S. 1. Prussian India India India India India India India India India, 27, Des Vaux Road, S. 1. Russian India India India India India India India India India, 27, Des Vaux Road, S. 1. Chinese India India India India India India India India India, 27, Des Vaux Road, S. 1. Japanese India India India India India India India India India, 27, Des Vaux Road, S. 1. American India India India India India India India India India, 27, Des Vaux Road, S. 1. European India India India India India India India India India, 27, Des Vaux Road, S. 1. Asiatic India India India India India India India India India, 27, Des Vaux Road, S. 1. African India India India India India India India India India, 27, Des Vaux Road, S. 1. Australian India India India India India India India India India, 27, Des Vaux Road, S. 1. New Zealand India India India India India India India India India, 27, Des Vaux Road, S. 1. South African India India India India India India India India India, 27, Des Vaux Road, S. 1. Indian India India India India India India India India India, 27, Des Vaux Road, S. 1. Ceylon India India India India India India India India India, 27, Des Vaux Road, S. 1. Persia India India India India India India India India India, 27, Des Vaux Road, S. 1. Mesopotamia India India India India India India India India India, 27, Des Vaux Road, S. 1. Egypt India India India India India India India India India, 27, Des Vaux Road, S. 1. Sudan India India India India India India India India India, 27, Des Vaux Road, S. 1. Abyssinia India India India India India India India India India, 27, Des Vaux Road, S. 1. Ethiopia India India India India India India India India India, 27, Des Vaux Road, S. 1. Somalia India India India India India India India India India, 27, Des Vaux Road, S. 1. Madagascar India India India India India India India India India, 27, Des Vaux Road, S. 1. Mauritius India India India India India India India India India, 27, Des Vaux Road, S. 1. Reunion India India India India India India India India India, 27, Des Vaux Road, S. 1. French India India India India India India India India India India, 27, Des Vaux Road, S. 1. Dutch India India India India India India India India India India, 27, Des Vaux Road, S. 1. Portuguese India India India India India India India India India India, 27, Des Vaux Road, S. 1. Spanish India India India India India India India India India India, 27, Des Vaux Road, S. 1. Italian India India India India India India India India India India, 27, Des Vaux Road, S. 1. Austrian India India India India India India India India India India, 27, Des Vaux Road, S. 1. Prussian India India India India India India India India India India, 27, Des Vaux Road, S. 1. Russian India India India India India India India India India India, 27, Des Vaux Road, S. 1. Chinese India India India India India India India India India India, 27, Des Vaux Road, S. 1. Japanese India India India India India India India India India India, 27, Des Vaux Road, S. 1. American India India India India India India India India India India, 27, Des Vaux Road, S. 1. European India India India India India India India India India India, 27, Des Vaux Road, S. 1. Asiatic India India India India India India India India India India, 27, Des Vaux Road, S. 1. African India India India India India India India India India India, 27, Des Vaux Road, S. 1. Australian India India India India India India India India India India, 27, Des Vaux Road, S. 1. New Zealand India India India India India India India India India India, 27, Des Vaux Road, S. 1. South African India India India India India India India India India India, 27, Des Vaux Road, S. 1. Indian India India India India India India India India India India, 27, Des Vaux Road, S. 1. Ceylon India India India India India India India India India India, 27, Des Vaux Road, S. 1. Persia India India India India India India India India India India, 27, Des Vaux Road, S. 1. Mesopotamia India India India India India India India India India India, 27, Des Vaux Road, S. 1. Egypt India India India India India India India India India India, 27, Des Vaux Road, S. 1. Sudan India India India India India India India India India India, 27, Des Vaux Road, S. 1. Abyssinia India India India India India India India India India India, 27, Des Vaux Road, S. 1. Ethiopia India India India India India India India India India India, 27, Des Vaux Road, S. 1. Somalia India India India India India India India India India India, 27, Des Vaux Road, S. 1. Madagascar India India India India India India India India India India, 27, Des Vaux Road, S.